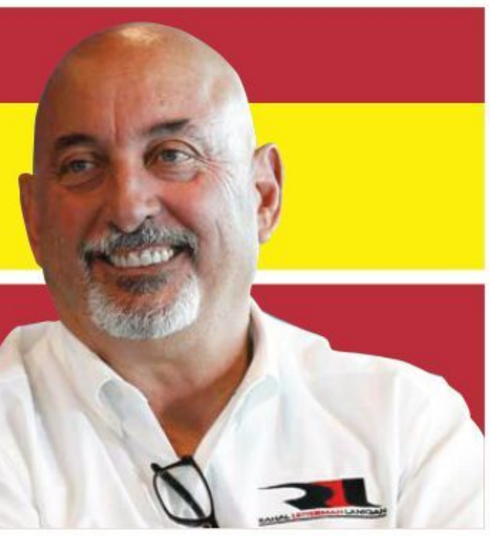
EXCLUSIVE INTERVIEW

Bobby Rahal



An American racing icon tackles the MN readers' questions head-on **p14**

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Iconic colour scheme for British team in Formula 1's most famous grand prix

GULF COLOURS TO RETURN FOR McLAREN IN MONACO

By Matt James

The McLaren Formula 1 team will bring the classic Gulf livery back to the race tracks with a special one-off paint job at this weekend's Monaco Grand Prix.

The two Mercedes-powered MCL35Ms will carry the blue and orange scheme. The drivers, Daniel Ricciardo and Lando Norris, will wear special race suits and sport one-off helmets for the race through the streets of the principality.

Gulf has had a association with McLaren stretching back to the 1960s and renewed its partnership with the squad last year. The oil firm's colours were used to adorn the British firm's McLaren F1 GTR, which finished second at Le Mans in 1997.

Norris said: "It is beautiful. I think everyone can agree it will be the best-looking car on the grid by a very long way. It's awesome, it's a cool opportunity for both of us, and especially at Monaco. I think it brings it all together. It's pretty unique."

INSIGHT

HOW RED BULL IS BUILDING ITS NEXT ATTACK

Why the British team is galvanising its F1 future p18

PREVIEW

BRITISH GT GETS READY TO RUMBLE

We look ahead to a home-grown sportscar season p20

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COMMENT

Photo: Motorsport Images, Jakob Ebrey, Paul Lawrence

The days before social distancing: Hamilton enjoyed playing to the UK crowd in 2019

SILVERSTONE TO SET A TREND

For too long, the gates of race tracks have been locked up. But, as the wider world begins to wake up from lockdown three (one of the worst sequels we've ever seen), there is a cause for optimism. While circuits will have to wait just a little longer to welcome as many fans as they want through the turnstiles, fans can now start to plan ahead with some certainty for the first time in a long time.

Central to motorsport in this country is, of course, the British Grand Prix at Silverstone. The fans play a huge part in the Big Race, as the photograph above shows.

There will be a new look to the timetable of this year's race with the new Sprint qualifying (we aren't allowed to call it a qualifying race, according to the bosses of Formula 1). While that is a interesting curio – and not one that is certain to be a success, given its gimmicky nature – what is has done has given the sport's bosses a chance for a radical rethink of the timetable.

It has been decided that the qualifying session (to determine the order for Sprint qualifying, *do* try and keep up...) will take place on Friday night. While the artificial nature of a pre-race to set the order for the main race might seem slightly Mickey Mouse, placing the qualifying session on Friday evening is certain to be a smash hit. Not everyone can swerve work on a F1 weekend, but there is a reasonable chance that they could make it to the Northamptonshire track in time for 1800hrs on Friday. If so, they will be able to watch an hour's worth of meaningful on-track action from motorsport's greatest drivers. We give that a huge thumbs up.

Elsewhere in this week's issue, Graham Keilloh takes an in-depth look ahead to the start of the British GT Championship and the BRDC British Formula 3 competition. While the single-seater series looks like it already has a pre-season benchmark, the sportscar series is completely up in the air after some driver swaps and rule tweaks. For a full report of the opening weekend's action, don't forget to buy Motorsport News next week.

Our Q&A incumbent this week is a proper American hero, Bobby Rahal. Andy Hallbery tracked down the 1986 Indy 500 winner to pose the readers' questions. Rahal, one of the most likeable chaps in the paddock, answers with his usual honesty and candidness. It is one not to be missed.

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MOTORSPORT NEWS

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IN THIS ISSUE

Unearthing the next generation

We look ahead to the BRDC British F3 championship battle

P13

P14

Motorsport's Mr Nice Guy

Bobby Rahal tackles the MN readers' questions

P18

Ready for the next chapter

How Red Bull is preparing for its life without Honda power

P20

In it for the long haul in British GT

We provide the lowdown as the most spectacular cars take to the circuits

News: Racing 4
News: Rallying 8
News: Historics 12
Preview: BRDC F3 13
Q&A: Bobby Rahal 14
Feature: Red Bull's future 18
Preview: British GT 20
Report: British Hillclimb 23
Reports: National racing 25
Column: Michael Crees 26
What's on/readers photos 27

P23

Report: British Hillclimbing is go!

FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P27

RACING NEWS

EVENING QUALIFYING SHAKE-UP FOR 2021 BRITISH GRAND PRIX

Trial timetable means timed session will take place early on Friday night

Photos: Motorsport Images

Domenicali: new ideas

Qualifying will start at 1800hrs on Friday

By Matt James

Qualifying for the new F1 sprint event, which will be run for the first time at Silverstone this season, will take place on Friday night.

In a break from tradition amid the tweaks to the timetable, bosses of the track are hoping for a fan influx as the timed session to set the grid for Saturday's first-ever 100km beginning at 1800hrs on Friday, July 16. Practice sessions ahead of the timed shootout have also been altered as there is greater flexibility in the timetable.

There will still be a second free practice on Saturday morning, which will be run between 1200hrs and 1300hrs, with the Sprint qualifying event kicking off at 1630hrs. The main event on Sunday will start at 1500hrs.

The Sprint qualifying format will be used at two further grands prix in 2021: the Italian Grand Prix at Monza on September 10-12 and likely the Brazilian Grand Prix at Interlagos on November 5-7.

Stefano Domenicali, F1 CEO, said he was delighted that all of the teams had lent their support to the new qualifying format. He said: "We are excited by this new opportunity that will bring our fans an even more engaging race weekend in 2021. Seeing the drivers battling it out over three days will be an amazing experience.

"I am sure the drivers will relish the fight. I am delighted that all the teams supported this plan, and it is a testament to our united efforts to continue to engage our fans in new ways while ensuring we remain committed to the heritage and meritocracy of our sport."

AUSTRIA DOUBLES UP AS GRAND PRIX ROSTER ALTERED AGAIN

Formula 1's mooted return to Turkey this season has been quashed and there will instead be a second grand prix in Austria.

F1's bosses are grappling with changes being made on health advice across the globe. The Canadian Grand Prix has already been axed and a race in Istanbul had been lined up to take its place on June 13. However, that has now fallen and there will be a second Austrian Grand Prix later in June.

It means the teams will now face a triple-header over the latter stages of June. The French Grand Prix, which has moved a week forwards, will take place on June 20, the Styrian Grand Prix will happen at the Red Bull Ring on June 27 and the Austrian Grand Prix remains in its original date of July 4.

Red Bull Ring to double up again in 2021

Grosjean lead the race early on after taking pole position

GROSJEAN FEELING THE BLUES AFTER MISSING OUT ON FIRST INDYCAR WIN

Ex-Formula 1 driver Romain Grosjean missed out on his maiden IndyCar win by less than five seconds when he was passed in the latter stages of the race on the Indianapolis road course last weekend.

Grosjean, who switched to the American discipline at the start of this season to tackle the road course events, had a tough time in the opening two rounds he contested. However, he lined up on pole at Indy and only lost out to first-time winner Rinus Van Kalmthout late on in the event as his rival was on fresher tyres and the former Haas F1 man was on the harder compound of rubber.

Grosjean also felt traffic had hampered his run. He said: "In F1, I was shown the blue flags quite a bit over the last few years and it was terrible for us! [But] the leader complained that it wasn't good enough. Today I wish [blue flags were shown] more often because I was the guy that was chasing them, but it's the rule that IndyCar use."

Dale Coye Racing with RWR man Grosjean held on to second place and finished ahead of Spaniard Alex Palou, who won the opening race of the season in Alabama. Scott Dixon finished ninth at Indy, but still leads the points. The next race is the Indy 500, which takes place on May 30.

IN BRIEF

Grosjean's outing
Despite the date change for the French Grand Prix, which has been brought forward one week to June 20, former Haas F1 driver Romain Grosjean will still get the chance to sample Lewis Hamilton's 2019 title-winning Mercedes machine. He has been offered the drive by the team as a reflection of the fact he survived a huge crash in last year's Bahrain Grand Prix, his final appearance in Formula 1.

Heavy going in F1
The FIA has decided that the radical rules overhaul in 2022 for Formula 1 will include heavier cars than are run currently. The minimum weight will be pushed up to 790kgs, which is 15kg more than had been expected. The cars will need to weigh 790kg without fuel, with 110kg of fuel allowed for the races.

Toronto out
The planned IndyCar race at Toronto on July 11 has been axed amid the demands of the global health pandemic. It is the second year in a row that the series will not visit Canada. Organisers of the series have yet to confirm a replacement date but are said to be considering a number of options.

Carlos is stable
Formula 1 race-winner Carlos Reutemann remained in a stable condition in hospital as Motorsport News closed for press. The Argentinian, who was runner-up in the Formula 1 World Championship in 1981 for Williams, was admitted to the Sanatorio Parque hospital in Roasario suffering from internal bleeding due to a digestive haemorrhage.

Four for FE
Four further races are expected to be rubber-stamped on the Formula E schedule for the season 2021-2022 season. Mooted events in Jakarta in Indonesia and Seoul in South Korea are expected to be given the thumbs up, with another two in line for further races.

FIA TO SCRUTINISE F1 REAR WINGS AMID COMPLAINTS

Bosses of grand prix racing are set to introduce a new test to check the rigidity of the rear wings of Formula 1 machines after it emerged that scrutiny of aerodynamics has prompted the move.

Concerns were raised by World champion Lewis Hamilton, who said the Red Bull of Max Verstappen appeared to have a "bendy" rear wing when he was following it on track.

Red Bull head Christian Horner said that the car was fully legal: "Of course the cars are scrutineered thoroughly and there's pullback tests, and there's all kinds of different tests it has to pass. The FIA are completely happy with the car, that it has passed all of those tests that are pretty stringent."

Despite that, the FIA will institute checks on each team's machine, and they will come into effect from June 15, in time for the French Grand Prix on June 20.

Hamilton inspected the back of Max's car...

HUFF RETURNS TO HIS ROOTS WITH WORLD TOURING CAR SEAT FOR ZENGO

Huffy is back

Title-winning Briton Rob Huff will return to the World Touring Car grid this season with the Zengo Motorsport team.

The 41-year-old raced in the Scandinavia Touring Car Championship last season and claimed the crown, but it has now been confirmed that he will return to the global series in a Cupra Leon Competicion.

Huff, who claimed the World Touring Car Championship for Chevrolet in 2012 and who has started 350 WTCC races, said that he was pleased to be back after a one-year sabbatical.

The 31-time WTCC race winner said: "Anyone who had the opportunity to be involved with motorsport last year with the passion and the love we have for the sport was very, very lucky and we can probably all count our blessings for that. But then I got this call, and I was delighted.

"The golden ticket for me at the end is a chance to build on my tally in Macau – with a car we know will be able to take us to victory – and add to my 10 wins at the toughest track in the world."

The WTCR will kick off at the Nurburgring Nordschleife on June 5, and Huff will be one of the few drivers in the line-up with knowledge of the iconic Germany track.

Macau win is a target

Photo: Drew Gibson, Jakob Ebrey

British GT star De Haan has GTWCE campaign in 2021

De Haan gets more seat time at his local circuit

BRITISH GT RUNNER-UP DE HAAN GETS SURPRISE BRANDS OUTING

RAM Racing star gets additional seat time with British GT appearance alongside historic ace James Cottingham at Brands Hatch's season-opener this weekend

By Graham Keilloh

Last year's British GT runner-up Sam De Haan will make a surprise appearance in the championship's season-opener this weekend at Brands Hatch in a RAM Racing Mercedes-AMG GT3.

De Haan has finished a close second in the GT3 standings in the last two seasons, including last year with RAM. This year he graduated to the GT World Challenge Endurance Cup with RAM competing alongside Callum Macleod and British Touring Car Championship race-winner Rob Collard.

At Brands this weekend De Haan will race in British GT3's new Silver-Am class with experienced historic competitor James Cottingham, in a second RAM Mercedes alongside regular duo Yelmer Buurman and Ian Loggie.

RAM team boss Dan Shufflebottom told Motorsport News: "Sam mentioned quite a lot over the winter that he wanted to do some of the rounds of British [GT], and he's local to Brands. It was all a bit last minute, we've been trying to talk to various Bronze drivers about joining him for Brands. It was only on Tuesday [last week] we tested with James and he did a good job so they've decided to do it. Sam can get some more seat time."

De Haan may also make further British GT appearances this year following Brands' two-hour curtain-raiser.

"He doesn't have any interest in the weekends where it's two one-hour races, he's more interested in the longer stuff," Shufflebottom added.

"He's very interested to do Silverstone three hours and probably Donington. But I suspect his British GT appearances will be limited to that."

● *Full British GT preview, p20-21*

Steller pair revert to GT4 where they won races in 2019

STELLER AUDI RETURNS TO BRITISH GT4

Steller Motorsport is aiming for this year's British GT GT4 title with Richard Williams and Sennan Fielding returning to the class in their Audi R8 after sampling GT3 in 2020.

The pair raced Steller's new GT3-spec R8 in three 2020 rounds, but cannot continue together therein as GT3 all-Silver duos are now outlawed.

"The two drivers were desperate to drive together again, they're good friends, they're both very quick Silver-graded drivers," Steller director Max Daymond told Motorsport News. "We managed to put together something for the GT4 car."

The duo in a Steller Audi R8 won two GT4 races in 2019, and the effort is now aiming for this year's GT4 title.

"That's certainly within our sights," Daymond explained, "both drivers and the whole team are focused solely on a championship effort."

Steller's GT3 Audi, plus a second GT4 R8, are available for British GT competition too. "We've been talking with various people about the GT3 as well and that may well make an appearance later in the year," Daymond said. "But we're still open to people looking to do full-season attacks with that."

NEW GINETTA G56 SET FOR BRITISH GT4 DEBUT WITH ASSETTO

Assetto Motorsport will compete in this year's British GT championship with Ginetta's new G56 in the GT4 contest with G40 Cup graduate Mark Sansom and factory racer Charlie Robertson driving.

The car replaces the G55, which along with its G50 predecessor notched up a record 75 GT4 victories between 2008 and '18, leaving Ginetta second behind Porsche in British GT's all-time list of manufacturer wins.

Assetto in recent years has won two consecutive overall Ginetta G40 Cup titles as well as class victories in the Ginetta Supercup. It is now set for its British GT debut at Brands Hatch this weekend, starting a full-season campaign.

Multiple Ginetta champion Robertson said: "I worked with the team last season, have also tested with them and the G56 this year, and have no doubt that we will be a force to be reckoned with. British GT is the perfect platform to build from and show what the Ginetta G56 can do."

Sansom added: "After a couple of seasons in close and competitive Ginetta racing, I feel ready to make the step up."

New Ginetta G56 will race in British GT with Assetto

NEWSHAM FAMILY EFFORT SEEKS MINI JCW CROWN

Callum Newsham has been tipped for a Mini Challenge JCW title fight by his BTCC race-winner father Dave after confirming his return for a fourth season in the championship.

Callum finished ninth in the standings last year with a best result of second. His car this season will once again be run by his father, and operated out of the LDR Performance Tuning awning, though this year Dave will take a more hands-on role.

"We have had more testing during this winter than we have done before, so we are much better prepared for this season than ever," Callum said.

Dave added: "Callum has always been a good finisher, very rarely making mistakes on track, he now has the speed to back this up. Mini Challenge JCW is incredibly competitive, but I am confident race wins are not too far away, and his consistency should make Callum a title challenger."

Newsham is better prepared

Crees gets Supercup chance

CREES REPLACES WEBSTER IN PARKER SUPERCUP SLOT

British Touring Car Championship refugee Michael Crees will race for Parker Revs Motorsport in this year's Porsche Supercup, replacing Josh Webster who has withdrawn due to his father being unwell.

Crees parted with BTC Racing on the eve of the BTCC season, and gets a quick reprieve in the Formula 1-supporting contest as team-mate to reigning Carrera Cup GB champion Harry King.

Webster posted on Twitter: "Due to a family illness I am unable to compete in Porsche Supercup this season. I'll be needed in the UK to support the family and therefore have made the tough but important call not to race."

He later added: "I've seen a couple of tweets stating that it must just be 'that I can't afford to' – far from the case. The health of my dad comes before anything."

Crees said: "I was looking forward to having my first season in touring cars with the same car and same team as I've only been racing for four years and I've been in something different every year. But it's just another learning curve going back to rear-wheel drive and getting my head around how to drive the Porsche."

● *Michael Crees column, p26*

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RACING NEWS

Photo: Jakob Ebrey

Simmons gets British F3 shot

Simmons is back with CDR team

SIMMONS ASSUMES BRITISH F3 TITLE FAVOURITE TAG AFTER LATE DEAL

Rising star has "unfinished business" for BRDC F3 crown and secures deal with former team CDR

By Graham Keilloh

Ayrton Simmons has accepted the status as BRDC British Formula 3 title favourite after confirming his return to the championship for the 2021 season with Chris Dittmann Racing.

Simmons fought for the 2019 British F3 title with CDR, eventually finishing third in the standings and that year becoming a finalist in the Aston Martin Autosport BRDC Award. For 2020 he stepped up to Euroformula Open but only completed the first half of the season due to Covid impacting his sponsor budget. Simmons also last year made two starring one-off British F3 appearances, first with CDR then JHR Developments, claiming two wins and two further podium appearances.

When asked by Motorsport News if he was 2021's title favourite, the 20-year-old said: "Yeah I think so, but you've got to look at the talent on the grid, there's very talented drivers. From my level of experience I would consider myself favourite. But what's going to get you to that championship is performing well, consistently.

"I felt like there was unfinished business when we done [BRDC F3] in 2019, I finished third but I'd won more races than the championship winner. I just needed to be that bit more consistent.

"I was looking to do Euroformula [this year], and it was getting late, not enough budget to do it, restrictions are getting heavier to travel around Europe, so it was only the last two weeks that we got in contact. Chris [Dittmann] rung us and said 'what are you guys doing? I'll get a deal together'."

● *Full BRDC F3 preview, page 13*

Grundtvig is back racing

MIKKEL GRUNDTVIG JOINS FORTEC'S BRITISH F3 LINE-UP

Danish teenager Mikkel Grundtvig has been confirmed as a late entry for this year's BRDC British Formula 3 championship with the Fortec Motorsport team.

Grundtvig last year had to withdraw from a planned British Formula 4 campaign with JHR Developments on the eve of the season amid Covid-related difficulties for travelling between Denmark and the UK. He told Motorsport News then that his focus had switched immediately to securing a British F3 drive.

The 18-year-old in the meantime won 2020's Danish Endurance championship Class 4 title with three wins in the final four races of the seven-round contest, driving a Dream Concept Motorsport Lamborghini Huracan Super Trofeo.

Grundtvig has now secured a British F3 slot with Fortec, the team that Johnathan Hoggard finished runner-up with in 2019's British F3 championship, and will race alongside Brazilian Roberto Faria in the contest that kicks off this weekend on Brands Hatch's GP circuit supporting the British GT championship.

HEDLEY'S ASTONISHING F4 COMEBACK

Fortec Motorsport team boss Ollie Dutton has spoken of the squad's amazing race-against-time effort to get British Formula 4 championship leader James Hedley's car repaired for the recent Thruxton finale.

Hedley won the opening two races of the Hampshire curtain-raiser, but was involved in a heavy four-car accident early in race three. The race was red-flagged and restarted an hour later, by which time Fortec repaired the heavily damaged car, allowing Hedley to finish third.

"Honestly I've never been so proud of our team, it was insane," Dutton said.

"The car, we did three corners, uprights, noses and pieces. It was a lot.

"The other three cars got brought back on the truck, and ours got dropped off round the back, so we were about 15 minutes behind just trying to get it to the awning. I had no belief that we were going to get it out, but everybody jumped on, anyone that could get involved did. With a minute to go we managed to get [it finished].

"Just chucked some tyres on, didn't track it so James was driving a little bit skew-whiff, but you wouldn't have known by the way he drove it. To get a podium was fantastic."

Hedley (r) and his Fortec team bounced back after four-car pile-up

LOAKE TAKES HOPE FROM WIN ON DEBUT F4 WEEKEND

Joseph Loake has reassessed his aims for his freshman British Formula 4 campaign after claiming victory on his debut single-seater race weekend in Thruxton's season-opener.

Loake last year took a clean sweep of Fiesta Junior championship wins, and the 16-year-old JHR Developments driver during his first F4 meeting won again, in a damp race three.

"I like to just enjoy what I'm doing which is what I will be doing for the first half of the season," Loake told MN. "But the racing driver in me is going to be competitive, and I have set myself new targets for the rest of the season.

"My amount of time in the car is a lot less than I know most people have, that makes it sweeter, to still be fighting with the likes of Abbi [Pulling, team-mate]. I'm going to be carrying that confidence with me into Snetterton [round two]. I'm a race winner in a high-up championship. My pace was up there and the last race was [won] on pure merit. I managed to pull out a bit of a gap and control the race."

Loake kept his winning habit

The Classic's Historic F1 races to be named in late Walker's honour

MURRAY WALKER TO BE HONOURED AT 2021 SILVERSTONE CLASSIC

Murray Walker's life and achievements will be celebrated at this summer's Silverstone Classic with the two headline Masters Historic Formula 1 races dedicated to the legendary commentator.

The races for 1970s and early '80s F1 cars, on the Saturday and Sunday of the famous historic event that this year takes place on July 30 – August 1, will be for the Murray Walker Memorial Trophy.

Walker passed away in March aged 97 and was present when Silverstone hosted its first grand prix in 1948.

In 2018 he received a Lifetime Achievement Award from The Classic event director Nick Wigley.

"Silverstone has always meant a heck of a lot to me," Walker said then. "I was here in 1948 and have covered just about everything on wheels since then. I've seen the circuit grow from a World War 2 bomber base into the fantastic complex that it is today and it's great to see quite literally hundreds of the amazing cars I've seen racing here still competing."

Wigley said: "Everyone in motorsport loved Murray Walker and we really wanted both to celebrate his remarkable career and to thank him for all the fantastic entertainment he provided."

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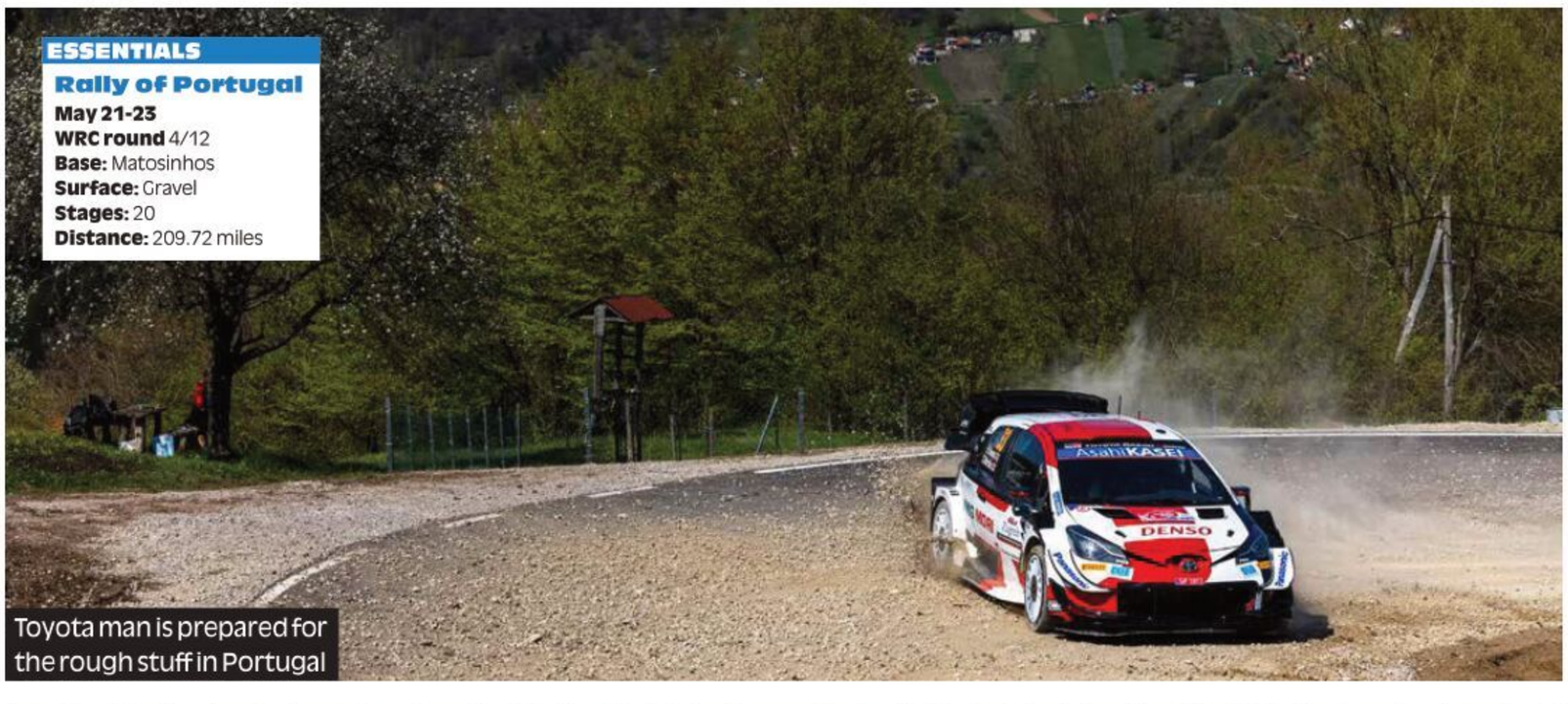
RALLY NEWS



Toyota man is prepared for the rough stuff in Portugal

Photos: Toyota Gazoo Racing, M-Sport

Evans is determined to overhaul Ogier this weekend

ROAD POSITION WOE DOESN'T FAZE EVANS AHEAD OF RALLY PORTUGAL

Welshman says that he will bounce back from pain on opening stages

By Graham Lister

Elfyn Evans will have no problem following his Toyota team-mate Sebastien Ogier when the World Rally Championship resumes in Portugal tomorrow (Friday).

But, as the Welshman told Motorsport News, he has no plans to be trailing his French rival at the finish on Sunday afternoon.

Ogier beat Evans to victory on the Croatia Rally in late April by 0.6 seconds following a final-stage change of places between the pair.

The result put the reigning World champion at the top of the points table, which means he will tackle leg one's gravel stages first, with Hyundai driver Thierry Neuville splitting Ogier and Evans in the running order.

And having lost out on his first 2021 WRC win in Croatia, Evans doesn't want to go through more 'hurt' on round four of the season.

"The road position is not the best but compared to Seb it should be a bit of an advantage," Evans told MN. "We've seen that Portugal can be quite punishing to start first if it's a dry rally and it's going to be the same for the next two rallies [in Sardinia and Kenya]. I've been third [on the road] before in Portugal and it won't be easy. But, in terms of set-up, the car didn't feel so bad at the end of the test, even though there's always changes in character [of the roads] and the temperature could be completely different."

Evans starts Rally of Portugal 10 points behind Ogier following his last-gasp defeat on the sealed-surface Croatia Rally. He's determined to remain positive.

"Of course, it hurts to lose a rally by 0.6s but at least we were in the fight for most of the weekend and it would have felt a lot worse if I was 60s behind," Evans told MN. "There's always a positive side to it and it could have been anybody's rally from the three of us [because it was all very close between Seb, Thierry and me]. Seb pulled it out of the bag on the powerstage and I, unfortunately, made a small error on that penultimate corner, which cost us that couple of seconds we needed to hold onto it. It's the way it goes sometimes."

The Toyota Yaris WRCs being driven by Evans, Ogier and their 20-year-old Finnish team-mate Kalle Rovanpera, will be fitted with an upgraded engine, which the Japanese make expects to bring "improvements in power and reliability".

Gravel set to shake up the WRC order

Rally of Portugal is the first loose-surface event of the 2021 WRC season when road position will also become a factor.

Toyota's British ace, Elfyn Evans, talked Motorsport News through the challenge of running high up the starting order.

"There's nothing that's so bad about it to be honest, it's only when you get to the end of the stage and the stopwatch is not reading so pretty," said Evans, 32. "The grip is not huge, but the grip is very consistent. It's just when you get to the 10th car the difference can be one second per kilometre.

"Where you feel [the difference] the most is when you're braking from really high speed and when you're accelerating away from quite a tight corner. It's worse on a rally like Mexico, where you have a thick sand base. But when you have a harder base, like in Portugal, the sensation is not so bad."

Evans placed fourth on his last gravel event, Rally Italy in October 2020, having started leg one at the head of the running order.

"It's hard to predict how it will go, but we'll be there to give it our best shot like always," he added.

Fourmaux will get another chance to shine in Portugal

NO HEAT ON RISING STAR FOURMAUX ON PORTUGUESE EVENT, SAYS M-SPORT

M-Sport boss Richard Millener insists the pressure is off Adrien Fourmaux, the team's latest young star, ahead of his Rally of Portugal debut.

The 26-year-old shone on his first WRC start in a World Rally Car in Croatia by finishing fifth overall, a performance that ensured the Frenchman would get a second shot in M-Sport's top-of-the-range Ford Fiesta, only this time on gravel.

He will partner Briton Gus Greensmith in the M-Sport line-up with Finn Teemu Suninen continuing in WRC2 for the second event running.

"For Gus, this is the first event he has previous experience of in a World Rally Car and this will serve him well as he continues with Chris [Patterson, co-driver]," Millener said. "For Adrien, it's only his second appearance in a WRC car in the World championship and his first on gravel on an event he doesn't know, so there's going to be plenty to adapt to. But there's no pressure on either of them. They have a job to do in getting to the finish, but we're also hoping for competitive stage times."

Millener continued: "We know it's going to be a tough event and breaking into the top five will be a tall order, but as far as Adrien and Gus are concerned, we're not looking for heroics. It's clear we want them to progress through the rally, and for Adrien to build his confidence given his zero experience of driving a World Rally Car on gravel."

M-Sport was due to test in Portugal last weekend with Fourmaux going there on the back of completing what Millener described as a "successful test in Spain" of the Fiesta-based Rally1 test mule.

BRITS NOT WORRIED BY PIRELLI'S DECISION TO GO WITH SOFT RUBBER

British World Rally Car duo Elfyn Evans and Gus Greensmith have both highlighted their concerns about the limited number of soft-compound Pirelli tyres available for Rally of Portugal.

Official supplier Pirelli has nominated the hard-compound Scorpion KX as the first choice in anticipation of warm and dry conditions, with each World Rally Car driver allocated 16 hard tyres. It means there are only eight soft-compound covers available for use – from the total allocation of 24 – in the event of rain or cool temperatures.

As Motorsport News closed for press, ambient temperatures during rally week are expected to remain around 20 degrees centigrade. However, it was due to rain on Tuesday and there is also the possibility of intermittent showers during the weekend.

"With only eight softs available, trying to understand as much about the tyres in one set of conditions is quite difficult. But I'm sure, as a team, we'll have all the information we need to make the right choices on the rally," Evans told MN.

Greensmith said: "Obviously the colder it is the more likely we are to use the soft-compound tyre of which we only have eight, so we'll have to be quite careful and plan."

Greensmith knows he has to look after tyre allocation

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RALLY NEWS

BREEN FORCED TO WAIT FOR WRC

Craig Breen won't get to drive a World Rally Car in the WRC until July at the earliest following Hyundai's decision to nominate Dani Sordo for next month's Safari Rally.

Breen and Sordo are sharing the make's third i20 Coupe WRC this season with Sordo in the car for Portugal, Sardinia and now the returning Kenyan round from June 24-27.

Motorsport News understands Breen will contest the European championship-counting Rally Poland and Rally Liepaja in a Rally2-spec i20 either side of Rally San Marino, round four of the Italian championship, which takes place on the same weekend as the Safari.

The Irishman is then set to return to the WRC's top tier for Rally Estonia from July 15-18 and Belgium's Ypres Rally (August 13-15).

Breen is second in the Italian championship, two points behind leader Giandomenico Basso, who beat him to the victory on the Targa Florio in Sicily recently.

Photos: Hyundai Motorsport, Roy Dempster

HYUNDAI GETS TO WORK ON ITS RALLY1 MACHINE

This is Hyundai's Rally1 prototype testing in southern France last week. Based on the i20 N road car, the hybrid machine will run at "venues across Europe", according to the South Korean make, in preparation for its 2022 World Rally Championship debut. After the test on rough gravel roads, Hyundai team chief Andrea Adamo said: "We have seen interesting things, some that need to be changed and improved but it is all part of the process and of the job".

DONEGAL MOTOR CLUB KEEN TO RUN AN EVENT IN SEPTEMBER

Senior officials within Donegal Motor Club hope to be in a position to run a closed-road event before the end of September and are currently exploring the merits of hosting either a one-day rally or a hillclimb sprint.

As MN reported last month, Irish motorsport's governing body Motorsport Ireland is making plans to restart motorsport as part of its "soft return" blueprint. While gated events at venues such as Mondello Park can now go ahead from June 7, Motorsport Ireland is yet to provide an update on the rules concerning non-gated events. However, with the Covid-19 case rates steadily falling across the island, the expectation is this will be soon.

Donegal International Rally clerk of the course, and Donegal Motor Club member, Eamon McGee, told MN: "Motorsport Ireland have been looking to find out which clubs would be interested in running an event when the restrictions are eased and the time is right. We have made it known we are one of the clubs. I understand four or five clubs want to organise something, with Killarney one of them.

"I am confident Donegal Motor Club would be able to pull something together in a short period of time."

As Donegal Motor Club traditionally hosts an international and a national rally every season, it has the choice of two formats: three stages repeated three times, or three stages used twice. In either scenario, both could accommodate up to 160 cars and the entry fee would be €1000 and €800 respectively.

"It may be the case we don't hold the event in a populated area – it will be a case of what is safe to do at that time," said McGee. "We have plenty of ideas in the drawer, we have plans, so we could turn a rally around quickly. The same also goes for a hillclimb sprint. The club could hold one or the other."

Omagh Motor Club is also pressing ahead with plans to run the Bushwhacker Rally in its traditional September slot. The rally is tipped to offer more mileage than in previous years.

Donegal could once again ring to the sound of rally car engines

Ralliart livery could return on a Pajero

FAMOUS RALLIART COLOURS TIPPED TO MAKE RETURN

Mitsubishi has outlined plans to revive its once iconic Ralliart brand, which once served as the firm's sporting arm.

In its financial results for the year 2020 issued on May 11, Mitsubishi spoke of a "revival of the Ralliart brand" and included images of what is understood to be the new-for-2023 Pajero Sport in cross-country trim.

The distinctive black, red and orange logo emblazoned with the word 'Ralliart' in white text was synonymous with the Galant and Lancer rally cars of the 1990s and early 2000s.

A specialist high-performance parts range is likely to be part of the Ralliart offering.

TOYOTA CHARGER ROVANPERA ERRS ON THE SIDE OF CAUTION IN PORTUGAL

Kalle Rovanpera has vowed to be a "bit more sensible" on Rally of Portugal following his stage-one crash in Croatia last month.

Rovanpera started the Zagreb-based event as the youngest driver to top the WRC standings, but inflicted rally-ending damage to his Toyota Yaris WRC when he crashed down an embankment.

"My approach will be a bit more sensible, but hopefully we can find good speed straight away and fight for a good result," said the 20-year-old Finn.

"After our retirement in Croatia it was nice to be back in the car just a few days later for our test in Portugal. It took some time to get into the feeling – just because it had been so long since I had last driven on gravel. I left with a good feeling from the car and from the new gravel tyres."

Rally Croatia was a very short one for the Toyota Yaris man

EUROSPORT STANDS FIRM ON EUROPEAN CHAMPIONSHIP DEAL

European Rally Championship promoter Eurosport Events appears to have dismissed reports linking WRC Promoter to an early takeover of the series.

Eurosport Events' 10-year contract with the FIA to promote the ERC expires at the end of the 2022 season and there has been speculation that the Paris-based company, part of the US-owned Discovery Group, will seek to break its agreement one-year ahead of schedule.

However, Eurosport Events' head Francois Ribeiro, suggested such a move was premature.

"Eurosport Events is under a 10-year promoter agreement with the FIA up until the end of the 2022 season," he said. "In line with that we are working hard on getting ready for the start of what promises to be another really strong and successful ERC season. We have lots of new initiatives being introduced and lots of drivers and teams taking part, many of whom are using the platform the ERC provides as a step between national level and the World Rally Championship."

The 2021 ERC season begins on the 100th-anniversary Rally Poland from June 18-20, the first of eight planned rounds.

OBITUARY

Danny Gormley 1950-2021

Tributes have been paid to former Donegal Motor Club director and senior official, Danny Gormley. Gormley was a well-known and highly respected figure within Irish motorsport circles and performed various roles but was best known for being the Donegal International Rally clerk of the course from 2007-2011.

His successor was among those to reflected on the contributions Gormley made. "He set the standard in Irish rallying because he was always trying to improve things," Eamon McGee told MN. "He was a small cog in a big wheel, but he was an important cog because if you took him out things just didn't run as smoothly as they ought to. He was a very professional man and a fair man as well.

"He was a forward-thinking person [and] managed to raise standards and bring the sport up to the next level in Ireland."

Arguably one of Gormley's single biggest contributions to rallying and hillclimbs was to replace the Wharton timing clocks with ECM, thus introducing tenths of a second.

He passed away last Monday and is survived by his partner Elizabeth, sisters May, Josephine and Dolores, and three brothers Brian, Seamus, and Gerard.

ORAGNISERS OF THE UPCOMING ARGYLL "OVERWHELMED" BY CAPACITY ENTRY

By Luke Barry

Organisers of next month's Argyll Rally have been "overwhelmed by the response for the event" as entries sold out in four minutes.

Based in Dunoon, the rally has switched to a closed-road format for 2021 and will kickstart the Scottish Rally Championship season on June 25-26. Among the entrants are SRC regulars like Jock Armstrong, David Bogie, Michael Binnie, John Wink and Fred Milne as well as several less familiar faces in Scotland including Garry Jennings and both Melyvn and Meirion Evans. The Peugeot 208 Rally4 will also make its UK debut in the hands of both Peter and Richard Stewart.

There is, however, disquiet among some SRC regulars who haven't been able to get a run on the event due to the influx of entries, particularly those that supported the rally when it struggled to garner entries as a forest event a few years ago.

Photos: Jakob Ebrey, pro-rally.co.uk

The opening Scottish Championship round is already full

In a statement, Mull Car Club said: "Any form of privileged selection was unfair so the acceptance in order of receipt was the only way we could decide fairly. Sadly, there are more disappointed potential competitors than there are ones that have been successful, which gives an order of magnitude of the problem we faced.

"We are deeply sorry we cannot accommodate all those who want to have an entry, but it is hoped all of those who have been unsuccessful will get the chance to compete soon on other events."

IN BRIEF

Testing Nicky Grist

Organisers of the Nicky Grist Stages in Builth Wells have applied to the Welsh government to run as an official motorsport test event. While motorsport has restarted elsewhere in the UK it is yet to resume in Wales, with the Nicky Grist Stages set to kickstart both the BTRDA and Welsh championship seasons on July 10.

Yates vs Yates

James Yates, the brother of WRC2 and BRC driver Rhys, will race against his sibling on the Neil Howard Stages at Oulton Park later this month. James, driving a Ford Fiesta R5, has taken over MN Circuit Rally regular Richard Wells' entry. James isn't as experienced as Rhys but is no stranger to rallying or the Neil Howard Stages, finishing second overall in a Skoda Fabia R5 back in 2018 with Rhys co-driving. Tom Woodburn will co-drive in 2021.

Terrific two in Scotland

Dual occupancy motorsport was finally permitted in Scotland last Wednesday, paving the way for rallies like the Summer Stages at Crail and the Argyll Rally in Dunoon to go ahead. Two people competing in a car had been an obstacle to restarting Scottish rallying, but two crew members from different households can now compete together subject to a negative Lateral Flow Covid Test and provided face coverings are worn when helmets and balaclavas are off.

PEUGEOT ONE-MAKE LIONS CUP IS GO FOR THIS SEASON

The Lions Cup – for Peugeot 205 and 309s with a supporting 106 Cup – has been recognised by Motorsport UK as an official championship and is set to commence on July's Nicky Grist Stages.

First reported by MN on June 24, 2020, the Lions Cup will cater for six classes of front-wheel-drive Peugeots from historic 205s and 309s, challenge 205s and 309s, a maxi (up to 1600cc) and maxi 1600 (over 1600cc) class where the only requirements are the car can't be four-wheel drive or turbocharged. For the 106s, there will also be a cup and a maxi category.

Series organisers are optimistic of welcoming between 10 and 20 cars on each round with the championship offering eight rounds for its competitors: four on gravel and four on asphalt. There will consequently be a gravel and an asphalt cup.

There will be a reserve event on each surface, the Trackrod Rally (gravel) and Weston Park Revival Rally (asphalt).

CALENDAR

2021 Lions Cup

DATE	EVENT	WHERE	SURFACE
July 10	Nicky Grist Stages	Builth Wells, Wales	Gravel
July 25	Harry Flatters Rally	Epynt, Wales	Asphalt
Aug 14	Plains Rally	Welshpool, Wales	Gravel
Sep 5	Three Shires Stages	Malvern, England	Asphalt
Sep 11	Galloway Hills Rally	Dalbeattie, Scotland	Gravel
Oct 24	Cheviot Stages	Otterburn, England	Asphalt
Nov 14	Challenger Stages	Bovington, England	Asphalt
Dec 3	Grizedale Stages	Coniston, England	Gravel

Peugeot drivers will aim for new award

KEMBLE TARGA RALLY: BY IAN MILLS — MAY 9

WHITES IN CHARGE FROM THE CLUBMANS DIVISION TO TAKE THE SPOILS AT KEMBLE

Despite only taking part in the Clubman section, Gary White/Bradley White proved to be the fastest crew in the whole field on the Kemble Targa Rally.

The Bath Motor Club event was made up of an Inter Club and a Clubman Rally, both using the same route. Crews tackled nine tests at three different venues, giving a total of 26 test miles. Those at South Cerney Airfield and Charlton Park had not been used before.

The Inter Club Rally was the first round of the inaugural BTRDA Targa Championship.

White/White were well in front of any of their Clubman competitors and finished 27 seconds ahead of John Davies/Nick Bloxham, who won the National B event. Davies would have been closer but for a 20s fault picked up on the first test.

There was a tight battle for the runner-up spot, with Gavin Rogers/Georgina Clark beating Steve Retchless/Sasha Heriot by 16s. Guy Woodcock/Andy Pullan had been in 19th position after Test 1, having been penalised for a stop astride fault. Although finding their forest tyres unsuitable for Kemble's Tarmac, they fought back to fourth place at the finish.

A broken water pump led to an overheating engine on the Escort of Dai Roberts/Max Freeman; this put them out of the event when they were holding fifth place.

Results

Kemble Targa Rally

Organiser: Bath MC **When:** May 9 **Where:** Gloucestershire/Wiltshire **Championships:** ASWMC **Tests:** 9 **Starters:** 75.

1 John Davies/Nick Bloxham (Ford Puma) 53m 57s; 2 Gavin Rogers/Georgina Clark (Ford Escort) +16s; 3 Steve Retchless/Sasha Heriot (Escort); 4 Guy Woodcock/Andy Pullan (Escort); 5 Keith Lane/Martin Lane (Ford Ka); 6 James Griffiths/Matt Venables (Vauxhall Astra); 7 Dan Morris/Geth Johnson (Puma); 8 John Sedgwick/Lucas Redwood (Toyota MR2); 9 Barry Young/Cameron Young (Renault Clio); 10 Ben Griffin/Steve Connor (Peugeot 106). **Clubman Rally Winners:** Gary White/Bradley White (BMW 318Ti).

COMPBRAKE MOTORSPORT STAGES: BY PHIL JAMES — MAY 9

FIESTA MAN KELLY'S PERFECT DAY TO TOP ALL STAGES DURING BATTLE AT THREE SISTERS

Mark Kelly was unbeatable

Mark Kelly and Neil Colman took a clean sweep of fastest stage times to bring their Ford Fiesta R5 home almost a minute clear of the Darrian GTR T90 of Jason and Lee Wilson.

The Wilsons did match the winner's time on SS7, but their main focus was in keeping ahead of Mark Smith and Tim Nunn, who were debuting a Ford Fiesta 1600T-powered Darrian and closing in on them in the later stages. Nigel Worswick and Paula Swinscoe also had a new mount, the ex-Steve Petch Ford Fiesta S2000T, and were relieved to escape a SS7 excursion and finish fourth. Mark Jasper and Don Whyatt completed the top five in their Ford Escort Mk2 wearing out a set of previously well-worn tyres.

Only five seconds separated the next four cars that were headed by the Ford Escort Mk2 of Dave Roberts and Nigel Perkins.

Class C winners Lee Edwards and Will Atkins were two seconds behind in their Ford Escort G3, only one second up on the Class B-winning Opel Corsa of Ryan Burns and Steve Hallmark.

Shaking down their Ford Fiesta R4 ahead of their British Rally Championship campaign Finlay Retson and Rhys Stoneman were a further two seconds behind, having earlier laid claim to second place after SS1.

Paul Murro and Callum Cross survived a spin on SS9 to complete the top ten in their Fiesta R5.

Adam Philpotts and Jordan Joines claimed the Class A honours after finishing a fine 14th overall in their Nissan Micra. Top crew in the inaugural round of the Mini Cooper Challenge series were Joe and Michael Evett.

Results

Organisers: Wigan & District Motor Club **When:** May 9 **Where:** Three Sisters Race Circuit, Wigan **Championships:** ANWCC; SD34; Mini Cooper Challenge **Stages:** 12 **Starters:** 51

1 Mark Kelly/Neil Colman (Ford Fiesta R5) 26m37s; 2 Jason Wilson/Lee Wilson (Darrian GTR T90) +54s; 3 Mark Smith/Tim Nunn (Darrian T90 GTR); 4 Nigel Worswick/Paula Swinscoe (Ford Fiesta S2000T); 5 Mark Jasper/Don Whyatt (Escort Mk2); 6 Dave Roberts/Nigel Perkins (Ford Escort Mk2); 7 Lee Edwards/Will Atkins (Ford Escort G3); 8 Ryan Burns/Steve Hallmark (Opel Corsa); 9 Finlay Retson/Rhys Stoneman (Ford Fiesta R4); 10 Paul Murro/Callum Cross (Ford Fiesta R5). **Class winners:** A: Adam Philpotts/Jordan Joines (Nissan Micra); B: Burns/Hallmark; C: Edwards/Atkins; D: Worswick/Swinscoe.

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HISTORICS

DOWN THE PUB

ZOE NEWALL

Formula Ford newcomer
Age: 19
Lives: Snarestone, Leics

Newall: racing future

She's following her dad
"It all comes from my dad Andy. I've sort of followed him into racing. I started off at a really young age, helping around the workshop and going to tracks. My interest just grew form there and here I am getting ready to go racing for the first time."

She works in historic racing
"I work full time in my dad's company, Gelscoe Engineering, and we specialise in Ford GT40s as well as work on other racing cars including AC Cobras. I finished college about two years ago and this is what I now do full-time. I do a bit of everything, really. Whatever I can get my hands on and I'm quite happy getting my hands dirty."

Her first race is coming soon
"I'm going to have my first race in the Historic Formula Ford Championship at Donington Park at the end of June. It will be in the Palliser that dad has raced quite a lot over the years but not so much recently. He's probably had it for around 20 years, certainly a long time and probably from before I was born."

It's a learning curve
"Now it's my chance to have a go and I can't wait. I've not had much time in the car to be honest. I've done a couple of test days and that's about it, really. So I'll be going in at the deep end. I've always wanted to get into racing and now that it's happening I'm really looking forward to it. I've not done any karting so this will be right in at the deep end. Sometimes I do what my dad tells me but only sometimes!"

She is very hands on
"We've just done a rebuild on the engine and I did everything myself. It's a bit unusual for a 19-year-old female. I'd like to stay in the racing industry. This takes up a lot of time but I wouldn't want it any other way. We'll see how I get on in the Formula Ford but ultimately there might be a chance to share Dad's Chevron B6 in two-driver races. We'll have to see what happens after a few races in the Formula Ford."

Photos: Paul Lawrence

Higginbotham is a favourite for trophy

ANNIVERSARIES MARKED AT SILVERSTONE BENTLEY EVENT

August event set to highlight famous British marque in 73rd annual meeting

By Paul Lawrence

The 50th anniversary of the Times Trophy Bentley race and a celebration of 100 years of Bentley racing will be the highlights of the annual Bentley Drivers Club race meeting at Silverstone on August 7.

The annual Bentley DC race meeting is a throw-back to the days when many clubs had an annual race meeting. Most have long since disappeared, but the Bentley event has survived on the Silverstone National circuit and this year will be the 73rd consecutive annual running of an event that started in 1949.

The Times Trophy race for all Bentleys is the meeting highlight and is typically won by one of the Bentley Specials and Michael Higginbotham has remained undefeated since 2017 in his black Mk VI Special.

The 2021 race programme has been extended to 11 races to include Morgans, the MG Car Club BCV8 championship, Ecurie Classic Racing and a FISCAR race.

In May 1921 Bentley Boy Frank Clement, driving the works three-litre EXP2, won a Junior Short Handicap at Brooklands to record the marque's first race win and that car, the world's oldest surviving Bentley, will be on show at Silverstone along with the 2003 Le Mans-winning Speed 8.

Mike Haig of the BDC said: "We are hoping our largest race card of recent years will provide the perfect setting in which to celebrate two major milestones: the centenary of Bentley's first win and the silver jubilee of the Times Trophy race. After holding the meeting behind closed doors last year we look forward to welcoming back spectators once again."

Clark will be back on course for the 70s Road Sports crown

LOANED CAR RESCUES CLARK'S BID FOR ANOTHER ROAD SPORTS TITLE

Jeremy Clark's bid for a fourth straight 70s Road Sports title has been thrown a lifeline by fellow racer Brian Mitcham who has loaned Clark his Lotus Elan for the next four races.

Clark's own Elan engine failed in the season opener at Snetterton and with a rebuild set to take eight weeks, it seemed like his season was wrecked.

Then Mitcham heard of his plight and offered the Norfolk racer the chance to keep racing.

"Brian stepped in and offered the use of his own Elan to get through the next four races and mitigate our losses," said Clark. "It will take some work to get it ready to race but what a fantastic gesture from a great guy."

Ex-Giovanardi Alfa heads influx of cars to saloon cars

Two famous Alfa Romeo touring cars are due to race in the Dunlop Saloon Car Cup this season.

Brothers John and Gary Pearson plan to race two 1998 Italian title winning cars: the 156 Super Touring of Fabrizio Giovanardi and the 156 Super Production of Luis Villamil. The Alfas have not raced since 2016 but the support for the DSCC has persuaded John Pearson to bring both cars out. However, the Giovanardi car may not be ready for this weekend's season opener at Silverstone. Gary has a GA Capri standing by in case. John said: "This is my midlife crisis! With Alfas your brain says no, and then you just can't help it!"

No-brainer? Racing Alfa Romeos

COTTRILL AIMS TO MAKE RACE DEBUT IN 2021

Experienced hillclimber Nikki Cottrill hopes to make her race debut this season in a Lotus 61 in Historic Formula Ford. The car has been in the Cottrill family for 18 years and Nikki recently used it at Prescott after running it only once last year. With husband John aiming to race his F2 Brabham BT30 and son Jack competing at the highest level of hillclimbing, it will be a busy season for the Worcestershire family.

Jackson steps into sports-racer with dad

Historic single-seater race-winner Cam Jackson will take on a new challenge at Silverstone this weekend when he shares a Lenham P70 sports-racing car with his father Simon.

The duo has acquired the car previously raced by Stuart Tizzard and will team up in the 45-minute Guards Trophy race on Saturday. Cam will also contest the two Historic FF1600 races in his Winkelmann. "[The Lenham] is the perfect car for the Guards Trophy," said Cam. "It felt good when we shook it down, but it only has a Lotus twin-cam engine so we'll have to make it up on the brakes and into the corners."

Cam has previously won in a sports-racing Crossle at Goodwood. Cam's brother Dominik, the former Formula BMW racer and current Radical pacesetter, will also race the Lenham later in the season.

IN BRIEF

Woodhouse joins
Formula Junior racer Jack Woodhouse hopes to join the Historic Formula Ford 2000 grid in due course in a rare Wimhurst, which is an ex-Damien Magee car. He's had the car for about eight years but has always been short on time to complete the rebuild. Woodhouse, who is a race engineer for the Arden single-seater team, hopes to have the car out testing later this year.

GT and SCC is full
The GT and Sports Car Cup will open with an over-subscribed entry at Silverstone on Sunday. The 58-car grid is full and there are reserves for the hour-long race on the GP circuit, making it the biggest entry in the 15-year history of the series for Pre '66 GT cars. Included in the field are an AC Cobra (39 PH) and an Austin Healey 3000 (DD 300) with period Le Mans history.

Cam-Am influx
Six Can-Am cars are in the field for the opening Thundersports races of the season at Silverstone. The 39-car entry includes the fabulous McLaren M8s of Dean Forward and series newcomer Warren Briggs. Meanwhile, potential pacesetter Calum Lockie is in the mighty March 717 of Richard Dodkins. Three Can-Am style Lola T70 Spyders include Mike Whitaker's car, originally raced by John Surtees in Can-Am in 1966.

Thruxton firmed up
The race line-up for the Thruxton Historic (June 12-13) has been confirmed, with 11 races across the weekend. Double-headers include the Jochen Rindt Trophy for pre-1980 single-seaters and the Historic Touring Car Challenge. Five grids from Motor Racing Legends form the core of the programme along with three HRDC grids.

Novices flood in
More than 40 largely novice crews will contest this weekend's HERO Novice Trial as an introduction to classic rallying. After a classroom session on Friday evening, Saturday takes in practical sessions before a mini rally on Sunday for crews to put into practice what they have learnt. The event is based at HERO's headquarters at the Bicester Heritage site.

Guards on parade
One of the biggest grids at Silverstone this weekend is a 45-car line-up for the opening round of the Guards Trophy for 1960s sports-racing and GT cars. A dozen Chevron B6s and B8s will head the field along with seven Lotus 23s. In the GT division Mike Whitaker's TVR Griffith takes on the Lotus Elan of John Davison and the Shelby Daytona Cobras of Mark Martin, Carlos Monteverde and Michael Cullen.

FEATURE

Photos: Jakob Ebrey

Late entry Simmons could be title favourite

BRDC BRITISH F3:

MEET THE NEW BOSS, SAME AS THE OLD BOSS

BRDC British F3 as ever provides a platform for new talent, but some familiar names also look potent as Graham Keilloh explains

ENTRIES

BRDC British Formula 3 championship

TEAM	NO	DRIVER
Arden Motorsport	78	Frederick Lubin
Arden Motorsport	27	Alex Connor
Carlin	51	Zak O'Sullivan
Carlin	21	Christian Mansell
Carlin	23	Bryce Aron
Chris Dittmann Racing	81	Max Marzorati
Chris Dittmann Racing	90	Alex Fores
Chris Dittmann Racing	18	Ayrton Simmons
Douglas Motorsport	66	Reema Juffali
Douglas Motorsport	55	Dexter Patterson
Elite Motorsport	3	Javier Sagrera Pont
Elite Motorsport	34	Tom Lebbon
Elite Motorsport	99	Jose Garfias
Fortec Motorsport	7	Roberto Faria
Fortec Motorsport	43	Mikkel Grundtvig
Hitech GP	50	Bart Horsten
Hitech GP	12	Sebastian Alvarez
Hitech GP	13	Reece Ushijima

Connor races with new Arden entry

Just like with British Formula 4, in BRDC British Formula 3 this year a late entry could well have shot straight into the title-favourite slot. Ayrton Simmons has confirmed his F3 return with Chris Dittmann Racing, and his credentials look daunting.

In 2019, with the same squad, Simmons fought for the British F3 title, and last year after stepping to Euroformula he returned for two F3 appearances and immediately starred. At Brands Hatch with CDR Simmons claimed two imperious wins *(see below)*, then in Silverstone's season-closer, this time with old F4 squad JHR Developments, he took a second and third place.

The man himself certainly considers his short-notice CDR Brands appearance a portent. "We confirmed what we're capable of last year at Brands Hatch," he said. "The aim is to repeat that kind of performance and challenge for wins every weekend. If we can do that, we can aim for the title, there's no reason why not."

Simmons' team-mate Max Marzorati also has title ambitions, and the Formula Ford and Clio Cup Junior graduate's determination cannot be questioned. To fund his campaign he has worked in a biscuit factory, in a government role, at a holiday camp plus in painting and decorating. He's also already sampled BRDC F3, last year with JHR then CDR.

"I want to be pursuing my dream and I want to do whatever it takes to fight for that dream," Marzorati tells Motorsport News. "I haven't done all this work to come in and finish 10th! I'm here to beat everyone else on that grid; that's my aim and it always will be my aim."

Alex Fores, another with an unlikely progression story having risen from club racing in the last year, joins the CDR line-up for the first round and hopes also for a full season.

As is often the case at the junior level though, Carlin is British F3's form pick. The team's taken the drivers' title in three of the last four seasons. And while its 2021 three-strong line-up are all new to the category, in Zak O'Sullivan at least it has someone who's shown himself capable of fighting at the very sharp end from the off in his freshman year, doing just that with Carlin in British F4 last season. He also topped recent testing at Brands.

His F4 approach was to not set targets, and he aims for similar in 2021. "The same approach will be applied again this year," he confirms to MN. "Early on it's just about settling into the championship, no real expectations or hopes, and then you can make any judgements after the first couple of rounds and then goals can be set."

O'Sullivan is joined at Carlin by F4 team-mate Australian Christian Mansell, and by the Jim Clark-inspired 17-year-old American Bryce Aron who steps up straight from an impressive Formula Ford campaign.

"I think it was Daniel Ricciardo that said you don't like expectations too much because expectations only create anxiety," Aron tells MN. "But [my aims are to] learn and improve throughout the year; as long as I'm learning I'm happy. If I'm in the top five and can be a factor on some weekends for a win I'd be really really happy for that."

Established junior category outfit Hitech GP is also set to be strong, after taking Kush Maini to second in the table last year despite the team confirming its move into British F3 barely a month before the opening round. And all three of its drivers for 2021 tantalise.

Reece Ushijima returns with the team after scoring two second places last year, and he's joined by another returner, Bart Horsten who switches from Lanan Racing with which he took a second and two thirds in 2020.

And Mexican Sebastian Alvarez bagged five British F4 race wins in 2019 on the way to runner-up in the standings, and he now makes a British F3 debut that was delayed a year by Covid. He'd planned to switch with Double R, his F4 team, but with it not racing in British F3 this year he goes with Hitech.

Another established name in the junior formulae joining the championship this year is Arden. It does so with two Arden-affiliated Young Racing Driver Academy graduates Frederick Lubin and Alex Connor, who finished ninth and fourth respectively in British F4 with the team last year.

Connor tells MN: "They've [Arden] been quite strong in testing so far. I was quite on the pace by the end of the first day. It's a lot quicker [than F4], more fun to drive, you have more power, a lot more aero, it'll be quite a fun car to race. I'll be trying my best to go for the championship but I'll be very happy with a top three."

> ***"Brands last year confirmed what we can do"***
>
> ***Ayrton Simmons***

Douglas Motorsport, with which Ulysse De Pauw finished third in the table last year and Kiern Jewiss was sitting second before having to withdraw mid-season, is back with as things stand a two-pronged effort. Karting champion Dexter Patterson, who also has UAE and Italian F4 experience, is joined by British F4 graduate Reema Juffali.

Fortec, memories still fresh of taking Johnathan Hoggard to runner-up spot in 2019, spent 2020 running part-time campaigns. This included one for Roberto Faria who elected mid-season to fast track his graduation from British F4 with the team. He finished his F3 year in fine style, taking second in Silverstone's finale.

Mikkel Grundtvig will be alongside him, the Danish rising star having immediately turned his attentions to F3 after ditching a planned 2020 British F4 campaign with JHR due to Covid-related travel restrictions.

Elite Motorsport is another noted junior formula name expanding to British F3 this year, in its case via buying cars from withdrawing Lanan. And it's bringing along its reigning Ginetta Junior champion Tom Lebbon as a driver.

Lebbon is joined by Spanish F4 graduate Javier Sagrera, who has had an extensive testing programme and aims to be in the championship fight. Elite's trio is completed by North and Central American F4 race-winner Jose Garfias, the teenager embarking on his first season of European racing. ■

Newcomer O'Sullivan has been setting pace

Alvarez is back racing after Hitech GP switch

Lebbon will stand out with new Elite effort

Simmons: great comeback

Simmons seeks inspiration from his 2020 Brands Hatch slam

As noted, Ayrton Simmons is using as his template for 2021 his one-off BRDC British Formula 3 appearance midway through last year with Chris Dittmann Racing at Brands Hatch.

Little wonder. As then Simmons jumped in and straight away dominated the incumbents: taking two clear wins from pole then being denied a possible third victory by clutch failure in the final race when starting second.

Moreover he did it all with next-to-no preparation, plus there'd been an aero upgrade since he last participated.

"It was a bit last minute, [I] got the call on Wednesday [beforehand]," Simmons told Motorsport News. "Rocked up, I haven't driven this car since last race I done last year [2019]. It was a bit tricky in the first session, I had to adapt quickly. After that it was really good..."

And his competitiveness was way above what he anticipated: "It was a bit surprising, my expectations were to just be in the top six, top seven. As a racing driver you always want to do your best and that led us to a double pole and two wins. We have proved the point that Chris [Dittmann] has got a fantastic car and an amazing group of people."

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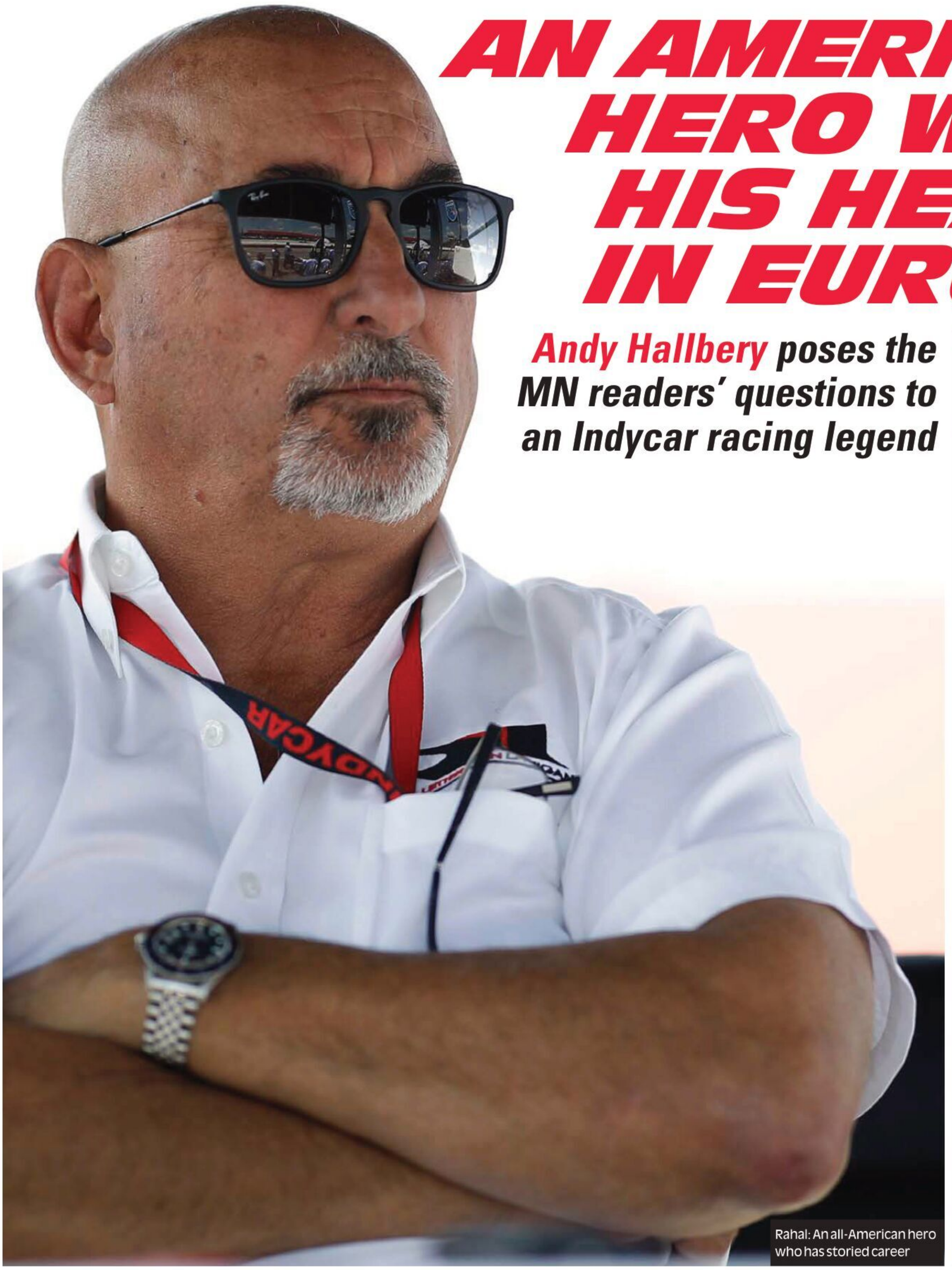
FEATURE

BOBBY RAHAL:

AN AMERICAN HERO WITH HIS HEART IN EUROPE

Andy Hallbery poses the MN readers' questions to an Indycar racing legend



Rahal: An all-American hero who has storied career

In a 16-year career behind the wheel of America's leading single-seater championship, Bobby Rahal took part in more than 250 races, won three titles and claimed the most famous race of them all, the Indianapolis 500, in 1986.

Had his career taken a slightly different path, that trophy collection could have included a host of silverware from Formula 1 too, but that opportunity went begging after just a couple of outings for the Wolf team.

While Rahal's decorated career behind the wheel brought him the on-track successes he deserved in the United States, his move into team ownership in 1992 opened yet another chapter for the likeable Ohio-born man and it brought him the honour of being the owner-driver for a title triumph in that very first season.

He made it back to Formula 1 in 2000 as the CEO of the Jaguar team, but he left soon into the follow season. He has also held high-ranking positions with the CART organisation which looks after the top-tier US single-seater scene, and is also a proud father of current Indycar racer Graham. Indeed, his son's name is a tribute to Rahal Sr's early passion for European road racing, as he explains here.

Question: What got you in to racing, and how old were you?
John Charles
Via email
Bobby Rahal: "I was introduced to it through my parents. My father began sportscar racing in the late 1950s, so I pretty much remember my entire youth and childhood and later in to my teenage years my summers were going racing with my parents. I went to Sebring in 1957 or 1958, but I don't recall that. I was only four of five years old.

"In the 1960s I was very drawn in to motorsport, again because of my father racing and we had a number of young guys that hung out at our house in their late teens and early 20s at the time, about 10 years older than me. They would take me drag racing, dirt track racing, sportscar race, Indycar races that sort of thing. So it all came from personal experiences with my family."

MN: What was your first Indy 500 as a spectator?
BR: "It's almost bad to say this, but I never had that much interest in the 500! I saw the '64 race at a closed-circuit movie theatre, and of course that was a horrible race where Dave MacDonald and Eddie Sachs were killed, and MacDonald had been a bit of a hero because I'd read all

Photos: mcklein-imagedatabase.com, Motorsport Images

Rahal in F3 in 1978 at his favourite European track: the Nurburgring

There was a part F2 season with Chevron in 1979

Wolf gave Rahal two starts in Formula 1

about him in the Cobras and King Cobras and all he had done. Jim Clark was my hero, so I was always cheering for the road racers against the Indycar racers. Dan Gurney, Jim Clark, Jackie Stewart – anybody that came out of road racing! I was so precious about road racing and them being the best, right?!

"In 1972 I listened to it on the radio the year Mark Donohue won, and I was like 'See, I told you so. Road racers are better than Indycar racers!'

"I went to practice days in 1965 or 1966. But literally the first time I went to the actual 500 was my first race there. I'm not sure what that says! Indycar racing had changed quite a bit in those years because road racing circuits had become much more a part of the championship, and my interest in it really peaked. That's how I got in to Indycar racing was because of the road courses."

Question: Do you remember back in 1978 when you raced in Formula 3 here in the UK and you shared our workshop in Brentford? The UK's first McDonald's had just opened in Shepherd's Bush and you took the entire team there for our first McDonald's experience. Now they're bloody everywhere! Good times!
Ian Flux
Via phone
BR: "I know it's recently been Ian's birthday [he was 65 last week] and I wished him well! Yes, we worked out of his workshop prior to the F3 race at the British GP at Brands that year. That race had the huge startline shunt with Nelson Piquet and Derek Warwick. I got caught up in that. My car wasn't too bad, then Satoru Nakajima who later drove in F1 for Lotus, hit me pretty hard from behind. I looked up and there he was, upside down, going over the top, luckily he landed on the road in front of me, and not on me. So yes, that was interesting…

"I made a lot of friends in England during those days, and Ian is certainly one of them."

Question: I remember seeing you race at Brands Hatch in 1978. I wonder where you lived and did you enjoy English life? Was it weird being on the 'wrong' side of the public road?
James Hilton
Via email
BR: "I had travelled to England in the mid 70s, '74-75. I would always go to Lola at the end of the year to do some development work on the Atlantic car.

"My first time to England was 1965. I didn't drive then, obviously. But I had been around the country with my family. My parents…well my father especially was a big Anglophile of the highest level!

"So I spent time driving in England prior to me coming over in '78. That year I was primarily based in Italy at Dallara in Varano, Italy as I drove their Formula 3 car, so we were kind of visiting England. The next year, when I drove for Chevron I lived way up the country in a place called Ainsdale, near Southport by the Irish sea. I had a BMW 320i which I'd shipped over from the States. That was a little odd, to be on the left side of the car and drive on the left side of the road!"

Question: You've raced against them both so: Gilles Villeneuve or Mario Andretti?!
Martin Brown
Via email
BR: "That's probably a little unfair because other than the two grands prix I did I only ever raced Gilles in Formula Atlantic. Of course Gilles was something special. I beat him, he beat me, but he did it when he needed to in 1976 when James Hunt suggested him to McLaren after the Trois Rivieres Grand Prix. All of us here loved it because they were all here, Hunt, Alan Jones, Vittorio Brambilla, Patrick Tambay, Jacques Laffite – all the hotshoes from Europe would come over to make a little bit of money, and we got the chance to race against them. Gilles beat everybody in '76 which sent Hunt to McLaren to hire him.

"Mario obviously was at a much higher level for many more years than Gilles. I'm trying to remember… I first raced against Mario in 1978 at the US Grand Prix, but he was at one end of the grid, and I was at the other! Then he came and took the place of Tambay in a couple of Can-Am races, so I raced against him there. Then of course 1982 is when I really started to race against Mario on a regular basis, and he'd been around for at least 17 years at that point, since 1965 which was his rookie year in Indycar racing. I always considered Mario as the yardstick, you know the one that if you beat on any given day, then you had done something! I have the greatest respect for him, and all the different types of things that he won in, and drove in.

"Driving against Mario was a thrill, and I certainly would have loved to have driven against Gilles more, but unfortunately he perished, and besides Atlantic I never really got the chance to do that. It was certainly exciting to see him do so well in Formula 1, especially as he was 'one of us' from Atlantic over here. He proved a little bit of a point in that some of us over here were good enough to compete at the highest level."

Question: Just how close was the Ferrari Indycar project to being real? I know the car exists...
Russell Scobbie
Via email
BR: "Oh, it was pretty close. We shipped my Indycar March over to Fiorano, a couple of our mechanics over to stay with the car and help the mechanics at Ferrari to go over the in any way that they could. Gustav Brunner was the engineer. That was maybe September 1985. He was still coming to Indycar races with us later in that year up to October, so there was a lot of effort being extended on the part of Ferrari on the programme.

"It's a shame that it never really ran in anger. It would have been wonderful to have seen how good it would have been. Steve Horne would know better than I, as he was much deeper on the organisation level of it all. Just the fact that the car was designed and built, the engine designed

"I made a lot of friends in my time in England"

Bobby Rahal

continued on page 16

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FEATURE

and built, dyno and bench tested and everything else. I don't think even Enzo Ferrari would do that if it wasn't serious."

Question: My partner and I were lucky enough to be a sponsor's guest at the Indycar race at Long Beach in 2015 and were taken to the RRDC [Road Racing Drivers Club] dinner you hosted for Bobby Unser. It was a wonderful night of fun, memories and laughter. In light of Bobby's recent passing I have two questions if that's OK? It struck me how natural a host you were. Does TV appeal to you and did David Letterman give you tips? Second, your favourite Bobby Unser memory? PS: Thank you for a brilliant evening

Sarah
Via email

BR: "Hahaha! Thank you I'm glad you enjoyed the night, and yes, that one was a great night! When you look at the people that we've honoured over the past 10 years; Roger Penske, Mario Andretti, Jim Hall, of course Bobby Unser, Johnny Rutherford, Brian Redman… the list goes on and on. Just great drivers with great stories and such a great crowd in Southern California. That one was a wonderful night, and of course Bobby… I've never felt in those dinners that I had to prise an answer out of anyone. With Bobby, especially, all you needed to do was light the fuse and stand back! He was such a character and he had so many great stories.

"Prior to every one of those dinners I try to buy the driver's book and I read it, because I want to ask some intelligent questions. I got the chance to read Bobby's book, and I learned a lot more about Bobby than I thought I knew about him – his work ethic and of course the family paying the price of racing. His brother Jerry was killed at Indy, and Jerry's twin brother Louie Unser was badly affected by multiple sclerosis, but he still stayed very involved in motorsport. And Bobby was just one hell of a character.

"I love the story about when he and Mario Andretti flew over to do the Italian Grand Prix in 1968. They got there, and the FIA decided they couldn't drive because they'd done the Hoosier 100 in Indy on the Saturday and the FIA had a rule that said you couldn't do two races within 24 hours. They'd flown through the night, and listening to Bobby tell that story was priceless. Mario made him drive to the track from the airport, and encouraging him by saying 'If anybody gets in the way, just run over them, don't worry about it!'

"Then they had to get back on the plane for another sprint car race or something. It's amazing when you think about it, airline travel then wasn't what it is today, and yet they made that kind of effort to do it. Within a month or so, Mario put the Lotus on pole at Watkins Glen and Bobby didn't qualify because he had a blown engine [Unser actually did qualify but retired from the race with engine failure]. But listening to those guys, listening to Bobby and having that experience….

"One of the great stories was told to me by Leo Mehl, head of Goodyear Racing for many, many years. They had left Phoenix after testing on the oval, and Bobby had a plane to fly to Albuquerque which is the next state to the east in New Mexico. And there's nothing but desert between. So they get up to cruising altitude, and Bobby tells Leo that he's going to take a quick nap, and asks Leo to wake him in 15 mins or so. Unfortunately, Leo also fell asleep. By the time Bobby woke up, nobody had any idea where they were! They had to fly down to almost street level looking for road signs to try and figure out where they were. Forget the fact they could very easily killed them both, it's tales like that that made Bobby unique. And that is just one of them! That evening with Bobby telling stories could have gone on all night long…"

Question: I still think the Wolf WR1 is the coolest Formula 1 car ever. Do you agree?!

Emma Facey
Via email

BR: "I saw Jody Scheckter drive that car in 1977 at Long Beach, and had it not been for a flat tyre he would probably have won that race. The WR1 was such a simple car, it was beautifully done, and there was no waste in it. I always told people that it was like a Formula Atlantic car on steroids. It was nicely balanced, it had great traction. I drove the car at Montreal. I passed a Ferrari and Rosberg and was running P10 or 11 having started P20. The car was just a really nice car to drive. Compare that to the WR5 which I drove at Watkins Glen… I wasn't a fan of that car at all! Even Jody could barely make that car go on a regular basis. They struggled a lot with it.

"But the WR1 was just…an easy car to drive, so predictable. I didn't really spend that much time in it. One practice session, one qualifying and the race, but it was a car that gave you so much confidence to push. And it had to have been, 1977 for example, it had to have been good. I regret that we didn't finish that race in Montreal, because I think we'd have finished pretty well."

MN: How close were you to a full-time Formula 1 ride with Wolf?

BR: "I thought I was close. A fellow named Oliver Stahel, he was the guy behind the green-and-blue Ying and Yang symbol on the car, it was a firm that traded in commodities. Well he was the one that funded the Formula 3 team in 1978. He was introduced to Walter [Wolf]. He was a ski instructor but had dreams of being a race car driver, and Walter convinced him to be a sponsor of a Formula 3 team, build a car and give this young guy a chance and blah, blah, blah. It didn't quite work out, but Oliver was obviously helping to bankroll the effort. I think Oliver was happy, but I don't think Peter Warr was a fan of mine, necessarily. I was told that for 1979 James Hunt insisted on a one-car team, so that was that. Then he quit at Monaco and the seat was back open, but by that time Keke [Rosberg] was more of a known choice, by then he'd done some grands prix and they went with Keke, which was obviously disappointing, but that's the way it goes sometimes."

MN: Did you have much to do with Harvey Postlethwaite? And if so, what was he like?

BR: "Not really. Nice fellow. It's like anything, you know oftentimes when you walk in to a situation like that, most of the team were like, 'What are we doing this for?' But it was interesting, they were all very helpful and many of the mechanics back then ended up in the States working on Can-Am and Indycar, so I knew many of them for years afterwards.

"I spent very little time with Harvey. I think he was more focused on Jody and WR5, and we were on WR6 so we were a little bit of a distraction when I came there. Walter was great. I love Walter. Everybody treated me very well, and I have no regrets. I'm just disappointed we couldn't fulfil the next year, the next step in F1 on a regular basis."

Question: Of all of the European race tracks you drove which is the one you enjoyed the most?

Jon Wood
Via email

BR: "I must say I enjoyed most of the European circuits but, without a doubt, the Nurburgring. It was and still is the most amazing circuit. I tell people that you didn't do laps there – you did 'adventures'! Every lap was an adventure.

"That, to me, was just amazing, and we did well there. We finished third in the Formula 3 race. I was leading there in the F2 race and the engine broke, but what a circuit. Having said that, I really, really loved Mugello, the Brands Hatch Grand Prix circuit. And of course Le Mans before the chicanes on the Mulsanne straight… that was pretty exciting in the Porsche 935s.

"There are so many great circuits but I would have to say the Nurburgring would have to be number one for me."

Question: Were the Can-Am cars as scary as they look?

Malcolm Munt
Via email

BR: "Well… If you look at them now you go 'yeah!' But at the time, once again I was 26 when I took over the George Follmer car and George was a pretty big hero in this country, and they were pretty big shoes to fill, or try to fill, and for me it was a big step and it didn't change my impression. Once you get to drive those cars…it was good racing. We had Rosberg, Stephen South, Tambay, Geoff Lees, Geoff Brabham was in there in 1979.

"I did five races. I would much rather them than the F5000 cars from a couple of years earlier. It was a F5000 Lola with a body on, and they were quite quick! At the time they were faster than the unlimited Can-Am cars from five years earlier, and most of the circuits like Elkhart Lake and Mid-Ohio were fast. You certainly didn't want to hit anything in one of those. There was very little protection in the front. Then again, when you are young you don't even look at that stuff!

"Fortunately I didn't have any incidents and won a race in 1979 and was on the front row for every race I ran that year. It was a thrill to race them, but they certainly were 'not very robust' in terms of driver safety. But I would also have to say that not much was in those days. You just took things the way things were, and if you didn't like it, don't do it! It's that simple."

Question: Is it true that your son Graham [a successful Indycar racer in his own right] is named after Graham Hill?

Jack Crowther
Via email

BR: "Yes he is! I always had a lot of respect for Graham Hill. Did he have the gift or talent that Jackie Stewart or Jim Clark had? You'd have to say no. But did he have a work ethic, and an ability to make the most of what he had? You would definitely say yes, and I think that is admirable. Some of the greatest athletes, not necessarily the most gifted ones, make the most of whatever they have. I always looked at Graham Hill that way.

"I never knew him, never met him. I've obviously met his wife Bette later on and she was a lovely lady. And then through Adrian (Newey) I got to meet Damon a few times, but I just thought he was a class act, so I thought that would be a good name, and that's where it is!"

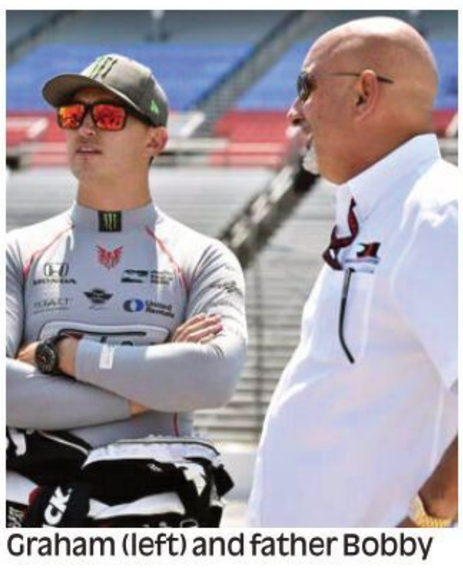
Question: As a driver you raced in F1, been a winner at Indy, Daytona and Sebring, and raced at Le Mans. Then did it all again as a team principal, again as a winner. That's quite a resume…

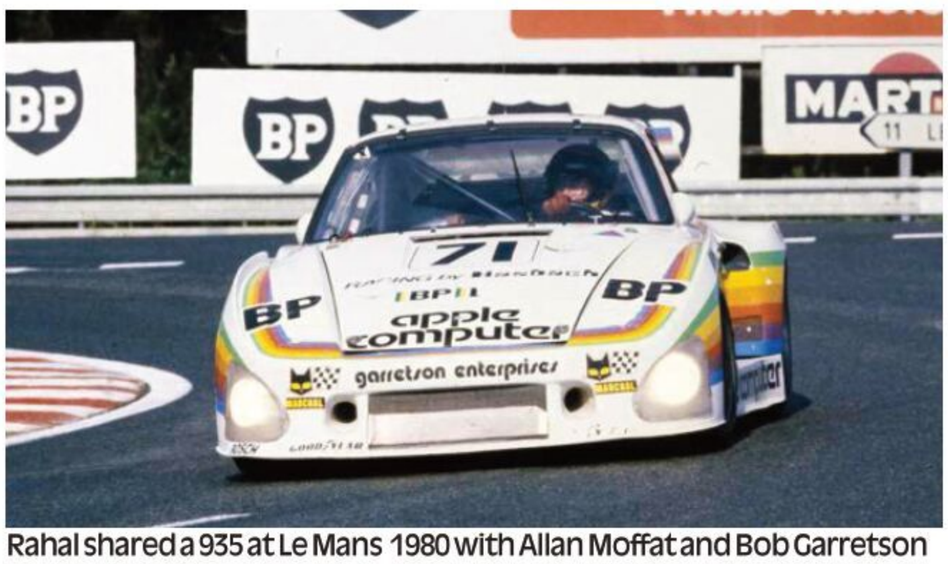
Barry May
Via email

BR: "If I regret anything in my career, it would be Le Mans. I did it in 1980, '81 and '82, but 1980 was our best chance of doing well with the 935. We were running well in the race, then we lost a cylinder, and that was that. We went back in '81 with Brian Redman to drive the Lola Porsche and the car had never turned a wheel before we got to qualifying which is not exactly how you want to go in to a 24 Hour race.

"Then in 1982 went back with a March

Rahal's indy 500 win came in '86


Graham (left) and father Bobby



Rahal shared a 935 at Le Mans 1980 with Allan Moffat and Bob Garretson

"When you are young, you don't think of the danger"

Bobby Rahal

The relationship with Niki Lauda at Jaguar wasn't quite perfect...

Tackling the Long Beach streets in a Lola during the 1990 season

"We were close to a deal for Adrian Newey at Jaguar"

Bobby Rahal

Rahal's final CART season was in 1998 at the wheel of a Reynard

Rahal was proud of Atlantic rival Gilles Villeneuve

Chevrolet GTP car, and that ended up in tears too. A lot of the problem was Le Mans was always clashing with the Indycar schedule, and obviously my priority was Indycar. Funnily enough Jochen Mass, who I won Sebring with in 1987, rang me and invited me to drive with him at Sauber… and that was the year he won. I couldn't do it because I had a conflicting date….what a disappointment!

"Winning Daytona as I did with Brian, and winning Sebring as I did with Jochen, it would have been very special to have won Le Mans at some point, but unfortunately never had that chance. I would certainly push Graham to go in there. It would be great for him and I think he wants to go."

Question: Recently F1 boss Stefano Domenicalli spoke out, saying it would take 'at least three years to get an American driver in F1'. Should there – and could there – be an American driver in Formula 1 today?
Danny Roberts
Via email

BR: "Well, there should be, but Formula 1 is pretty much a closed society. I will say this though. You take a Colton Herta, a Pato O'Ward – I'm just trying to think of the young guys we have in their 20s – you put them in the right car and I guarantee you they will be as fast as anybody.

"There's already been this feeling that 'those Americans can't come over here and cut it'. When Mario Andretti was at Lotus he was much further along in his career. He and Colin Chapman had a great relationship and Mario was able to make the team his own. Whereas when Michael [Andretti] went to McLaren and your team-mate is Ayrton Senna there was never going to be a good outcome! That was a pretty tough environment.

"But if you put a Colton Herta or a Pato O'Ward, not to mention a few others, you put them in a Mercedes or a Red Bull or even a Ferrari I guarantee you they would be as fast as anyone who is currently there."

Question: What went wrong with your deal to get Adrian Newey onboard at Jaguar in 2001? And how close was it?
Jimmy O'Dowd
Via email

BR: "It was very close. We had an agreement. First off I think that Ron Dennis was shocked that he was going to leave. He then put down the forecourt trash, as we say over here, and did everything he could to keep him.

"I think Ron also said to him, 'Look, Ford's here today, gone tomorrow, McLaren has been in Formula 1 since the '60s, we've been here through thick and thin, manufacturers won't be…' And of course they were correct.

"Now, had Adrian designed the Jaguar, and it had been successful, maybe that would not have been the case. But remember after I left, the next two years were even more of a disaster than the previous years. It's not like things got better when I left, they got worse. But Ford kept saying, 'Oh yes, we're going to keep going'.

"I think in the end – and this may not be popular – but in the wake of Mr Niki Lauda there was always a bit of turmoil, a bit of tension. I thought we were making good progress with the team. We finished third at Monaco in 2001, but when Niki showed up the tenure of everything changed – I don't think for the better – but everything changed which is why I left and he stayed and in the end nothing was really proved by doing that.

"I think Adrian foresaw a real strong possibility of that happening and didn't want anything to do with it so he stayed at McLaren."

MN: When you watch Formula 1 now do you still have a small sense of pride watching an Adrian Newey-designed Red Bull car formed from your Jaguar team challenging at the front?

BR: "Well, as you would expect, I'm a big Adrian Newey fan. We have a good relationship, we are good friends. Genius is such an obvious word, but it is still a thrill for me to be around him at tracks and at Goodwood, all these great times together, and a lot of success as a driver/engineer combination. So yes, I'm always pulling for Adrian with Red Bull, especially as they run from the old Jaguar racing headquarters! So he did eventually get to that place..."

Question: We've have just noticed it's 35 years since your first Indy 500 win. It would be wrong if I didn't ask you about that and Jim Trueman and his role in your career.
Motorsport News

BR: "He was critical to my career, although frankly, he missed probably the best part of my career, because after he passed away, we won the championship in '86, '87 and we won in '92. He survived long enough to see us win the Indy 500 and that meant a lot.

"He was important to my career, and me personally at the time. But I often wonder where racing would be in North America had he remained alive. I've always said I don't think there would have been a split between CART and the Indy 500. He was the kind of guy that could have kept things from splitting apart. I really believe that. He was respected by a lot of people. We never got to prove that out but he had that kind of presence in racing and in North America in a very short period of time. He could have kept things together." ■

The best-looking of all the Wolf F1 cars? Rahal in the WR1 in 1978

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FEATURE

RED BULL: BUILDING BACK BETTER

The fight between rival teams Red Bull and Mercedes is intense on track this season, but behind closed doors there is another battle developing, as James Roberts explains

Red Bull is pushing to stay ahead of Mercedes

Sebastian Vettel was the last Red Bull F1 title winner back in 2013

You wouldn't think a lecture given by Ron Dennis would be a particularly entertaining way to pass the time. But, on one occasion, the former McLaren boss was talking about some important development, while standing in front of an image of two sliver, cylindrical-looking towers. What they were has faded into memory. But Ron's quip about them was very telling: "No…" he said with a wry grin. "These are not missiles aimed at Maranello".

The old rivalry between McLaren and Ferrari has played out many times throughout the history of F1 with great drivers fighting the cause for each side. Think of James Hunt up against Niki Lauda, Ayrton Senna's bitter war with Alain Prost or Michael Schumacher duking it out with Mika Hakkinen.

Formula 1 becomes a lot more edgy when two top teams are at loggerheads. It's not just the on-track duels, but the politicking in the paddock, the barbs in the media and a knock on the door of the FIA at the first whiff of something underhand. Hey, are those rear wings *flexing*?

Today, the McLaren vs Ferrari rivalry has waned as fighting over fifth place doesn't have the same intensity. However, the latest clash of two heavyweight teams has been building for some time and will become more bloodthirsty as this season develops.

In 2021 it's all about Lewis Hamilton vs Max Verstappen and Mercedes battling Red Bull.

Early signs of this rivalry starting to boil over occurred at the opening race of last year. In Austria Red Bull went to the FIA to protest Mercedes' innovative dual-axis steering system - but it was thrown out. They then protested Hamilton's qualifying lap (set under waved yellows) that did lead to a grid penalty. Late in the race Hamilton hit Alex Albon, which sent the Red Bull man tumbling down the order, from what could have been a race-winning position.

As Hamilton's superiority grew throughout last year, the rivalry was reduced to a simmer but, as the 2021 season has burst into life, the heat has been well and truly turned up as Red Bull seeks to end Mercedes' dominance of F1. It's just not quite there yet…

The outright pace of the two cars has been incredibly close, particularly in qualifying. Just 0.035 seconds separated Hamilton and Sergio Perez on the grid at Imola and the Merc driver's gap to Verstappen at the Spanish Grand Prix was 0.036s. At both races, Hamilton has had to concede the lead at the first corner to the hard-charging Dutchman but as the pressure ramps up, both sides are making mistakes. These tiny weaknesses allow for each side to punch and counter-punch. Just four rounds in, this season does have the making of a sporting classic. But there is more at stake than just having a closely-fought World title bout. For Red Bull, it wants to bring the years of Mercedes success to an end and reclaim its place at the top of F1.

Before the introduction of the hybrid engine formula in 2014, the energy drinks company were the team to beat. From 2010 to 2013, Sebastian Vettel claimed four consecutive drivers' championships with innovative machines utilising blown diffusers and aggressive aero concepts. But the seismic switch to the 1.6-litre turbos moved F1 away from a chassis formula to one where the power unit (PU) was the dominant factor. Mercedes poured huge amounts of resource into its Brixworth facility (originally established as Ilmor by Paul Morgan and Mario Illien) and stole a march on the competition. Renault – which had driven Red Bull to its championship titles – was powerless in comparison and even the genius of Adrian Newey couldn't engineer in enough performance into his cars.

Photos: Motorsport Images

Best of rivals: Lewis and Max chew the cud

Verstappen is determined to stay on top in Formula 1

Honda will reverse out of Formula 1 this year

The difficult second seat

At the Spanish Grand Prix, Valtteri Bottas was questioned about whether he might be replaced mid-season at Mercedes, following a weaker start to 2021 compared to his team-mate.

His reply was clear and he took a swipe at rivals Red Bull along the way. "As a team, we don't do that. I think there's only one team that does that kind of thing in F1 and we're not that [team]," said Bottas.

One hundred races ago Verstappen joined Red Bull in a mid-season replacement for Daniil Kvyat. Since then the seat alongside him has been taken by Pierre Gasly, Alex Albon and now Sergio Perez finds himself in the hot-seat - and under pressure.

The Mexican is no slouch and throughout his career has been impervious to pressure, so why is the second Red Bull car so tricky? One reason is that Verstappen has been able to hone the direction of development to his liking. As a result, the rear of the Red Bull can be on a knife edge and that doesn't inspire confidence for drivers already lacking it.

Secondly, Perez is struggling in much the same way that all the drivers who swapped teams from 2020 to '21 are. Carlos Sainz, Sebastian Vettel, Daniel Ricciardo are taking longer to get up to speed compared to their team-mates. That's because the cars are essentially a carry-over from last year, so the incumbents are much more experienced with the nuances of their machines, plus there has been a notable lack of track time this year. With only one pre-season test and an hour's less running each Friday. For Perez, he needs time to adjust – but that's something which isn't a luxury.

Albon was dumped after 2020 season

What Red Bull needed – and eventually got – was an exclusive engine partner where the engineering pieces of the chassis and PU puzzle could be solved together. That relationship was just starting to blossom with Honda, when the Japanese manufacturer announced it was quitting F1 at the end of 2021.

With Mercedes unwilling to supply engines to Red Bull and bridges burnt with Renault, the best route for the Milton Keynes outfit was to go it alone. Right now a huge recruitment drive is underway to create one of the biggest engineering projects in the UK's motorsport valley for some time. The creation of Red Bull Powertrains is not only a clear signal of Red Bull's long-term commitment to Formula 1, but an acknowledgement that the way to beat Mercedes, when the new engine formula begins in 2025-26, is to invest heavily into the project early.

"This is a very clear statement of intent and it's probably the single biggest investment that Red Bull have made in Formula 1, certainly since acquiring the team from Jaguar back in 2004," says team boss Christian Horner.

"I think this is the first serious engine facility that's been set up in the UK, other than Mercedes High Performance Powertrains, in the last 50 years. So it's a tremendously exciting opportunity and for us it's a matter of identifying the right talent and attracting that talent, exactly as we did with the chassis side.

"Mercedes have chosen to build their engines in the UK and the reason for that is the talent is here. We've been flattered by the amount of approaches we have had and we've had some success in attracting people," adds Horner.

The first key appointments have already been made, with carrots dangled in front of many staff based 30 miles up the road in Brixworth. Former Mercedes man Ben Hodgkinson is the new technical director and other senior leadership employees are in place including Steve Brodie, group leader of ICE operations, and Steve Blewett, PU production director. In any industry, one of the ways to establish a successful business, is to cherry-pick the best talent from the market leader. It's forming a neat little sub-plot to the wider battle between the teams.

"Credit to the project and I'd like to have a fight with Red Bull Powertrains," said Mercedes boss Toto Wolff to Sky F1. "They have approached 100 people and have got 15 maybe. Doubling the salaries is one thing, but if you triple them at a certain stage you're not going to compete anymore, even for loyal people. I respect anyone who wants to build their business and retaliation time has not yet come…"

Although it's a fresh start for Red Bull, it has a soft landing into next year through its agreement with Honda to acquire the Intellectual Property (IP) of the engine for 2022 and it will also inherit Honda employees who are assigned to the programme, many of them based in Milton Keynes where the Honda R&D and logistics base is located.

The plan for the new set-up is to integrate the PU department into Red Bull's Bradbourne Drive headquarters in Tilbrook and to be fully in-place well ahead of the decision for the next engine regulations, which are scheduled to come into effect in either 2025 or '26.

"Other than Ferrari, it will make us the only team to produce the chassis and engine in-house and to have a fully integrated solution between both technical teams," adds Horner.

"There was a comment that an energy drinks company couldn't make a chassis and I think we have proved that we can do that. We now have to apply the same philosophy and methodology on the PU side and to have chassis and engine engineers working alongside each other is tremendously appealing."

You'd imagine this level of commitment and desire to forge its own path – and not be a customer team – would be enough to satisfy the competitive urges of their number one talent Max Verstappen. Last year the 23-year-old signed an extension to his contract that will keep him at Red Bull until the end of 2023. However, it was made public in the winter that there are certain performance-related clauses in that contract. The speculation was that with Hamilton's one-year-only deal with Mercedes, that Verstappen could be on their shopping list. If one team can poach employees, that can work both ways…

However, Hamilton has recently indicated his tenure in the sport could continue beyond 2021 (and with Mercedes), despite the unknowns going into next year with a big reset in the chassis regulations.

"Our relationship with Max is very strong. He believes in the project and he believes in what we're doing," Horner said earlier this year. "He sees the investment that Red Bull is making with the recent commitment on the powertrain and he believes in the people within the team.

"There's no guarantees for 2022. It's a complete clean sheet of paper. Ultimately it's down to us to deliver a competitive car. That's what he wants, that's what we want."

So far in 2021, Red Bull has been delivering on that. The question now is whether it can topple Mercedes outright and – with Verstappen – commence a new era where it is at the forefront of F1 once more. It's a threat that Brackley should take seriously and will also be a concern for the old powerhouses in Maranello and Woking. ■

"We need to identify the right talents for Red Bull"

Christian Horner

Horner: on a recruitment drive

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FEATURE

BRITISH GT CHAMPIONSHIP 2021: QUALITY AND QUANTITY?

Both British GT's GT3 and GT4 contests look very different from last year, and all the more intriguing for it. Graham Keilloh looks at the runners and riders

Title favourite? Keen moves to WPI with Igoe

Reigning champion Sandy Mitchell is back, this time in a Pro-Am duo

The latest British GT championship, that gets underway this weekend at Brands Hatch, will look rather different.

Last year the Silver Cup – wherein two Silver-graded drivers paired – accounted for three of the first four in the frontrunning GT3 standings. Faced with this, the championship sought to return to its Pro-Am roots – and retain its Bronze-graded amateurs who tend to sign the cheques. Silver Cup in GT3 is therefore replaced with Silver-Am. Pro-Am duos should rule again.

The most obvious risk, that entries take a hit, hasn't at the aggregate level come to pass. For Brands there are 14 GT3 entries, up on the 13 that entered 2020's season-opener. And whatever is the case with quantity, 2021's title battle looks one of quality.

Reigning champion driver Sandy Mitchell of reigning champion team Barwell Motorsport thinks so. "The championship's going to be really tight this year because of the nature of Pro-Am, there's a lot of competitive pairings," he tells Motorsport News.

The 21-year-old was a revelation in British GT last season, driving a Lamborghini Huracan in a Silver Cup pairing with Rob Collard. Now Mitchell leads a Pro-Am pair, with former team-mate Phil Keen's erstwhile co-driver Adam Balon.

"We're feeling confident that we'll be right up the front and challenging for the wins at each round," Mitchell continues. "We've done a good amount of testing. It's gone well and we're comfortable with the car and working with each other.

"It's great to step up to a Pro-Am role. I'm looking forward to not having the Silver ballast weight that I had in the car last year, so it'll be no excuses!"

A second Barwell Huracan will be driven by the returning Leo Machitski, who won Barwell's first British GT title in 2006, alongside Dennis Lind.

Which leads us to another way that British GT will look different in 2021. The formidable Keen has departed Barwell after six years. He'll still drive a Huracan, but now with WPI Motorsport alongside Michael Igoe.

Keen's status as British GT's standard bearer remains beyond most dispute – he bagged seven fastest laps from nine last year. Igoe in team boss Alyn Roberts' words has "come on massively" in the last 12 months. They could well be favourites.

"There's only one aim and that's to win!," Igoe tells MN. "There's a lot of hard work gone in behind the scenes and there's only one destination.

"We've done quite a bit of winter testing. There's a few new things for the team this year with a new engineer, Phil joining, there's been quite a few in-house changes but it's been good to have the consistency of the one driver [Keen] for the testing programme."

Yelmer Buurman and Ian Loggie in their RAM Racing Mercedes also look strong. RAM last year ran Barwell the closest in the drivers' and teams' standings while Buurman and Loggie took GT3's Pro-Am title.

"They did a great job [last year], we missed out on a few good results," team boss Dan Shufflebottom tells MN. "It was never meant to be a foundation year but having done that together they've got a really sold understanding of each other and what each other requires to get the most out of the weekend. They're going to be very strong from the outset.

"Looking at the entries so far there's probably only four cars right at the front and Ian and Yelmer are definitely one of them. Ian is generally very very good; he doesn't make a lot of mistakes. When he really gets it together he is hard to beat."

Anyone with designs on the title will though have to beat the legendary duo Andrew Howard and four-time title-winner Jonny Adam. They're together for a full-season assault in a Beechdean AMR Aston Martin for the first time since 2015. And their aims are, aptly, high.

"I'd love to aim for a fifth championship," Adam tells MN. "We [Adam and Howard] had a one-off race last year at Brands, we had good pace but definitely from there on in there was talk about this year and trying to get the band back together!

"We've done four or five days testing and it's gone really well, made steps with

Photos: Jakob Ebrey

Collard, Kell and Team Rocket RJN combine in GT4

Champions Adam and Howard are reunited

Buurman (l) and Loggie (r) will challenge in their GT3 RAM Mercedes

Academy Mustang is "dialled in"

the car and with Andrew. We're starting off quite confident."

Team Parker Racing's 2018 GT4 Pro-Am champions Scott Malvern and Nick Jones, after struggling with the Bentley last year, switch to a more known quantity in the Porsche 911.

"I'm confident that we've got the right bit of kit this time," Malvern tells MN. "We're made up with the car. We're only just scratching the surface with the potential, the car is already very good [and] every time we go on track we seem to unlock something else. So if that trend continues I'm going to be pretty happy by the time we get halfway through this season!"

The famous 2019 GT4 Pro-Am champion duo Kelvin Fletcher and Martin Plowman make their GT3 debuts with JRM Racing, after a Covid-related year's delay. And they're doing so with a Bentley. "The amount of people that have told me to stay away from the Bentley," Fletcher admits to MN. "But it looks fantastic, it sounds fantastic, it looks so different but commercially that's what sells.

"And I like to do things a little bit differently and between Martin, JRM, the engineers, hopefully the SRO will give us a good fair BoP, I'm confident we can be very very competitive."

Enduro Motorsport with Morgan Tillbrook and Marcus Clutton driving have acquired Balfe Motorsport's British GT race-winning McLaren 720S and therefore converted its planned race-by-race appearances into a full-season effort.

There are also a trio of full-season entries in the new Silver-Am class, and all look intriguing. For starters, father-and-son Richard and Sam Neary in their Team Abba Mercedes have been rapid in 2021's GT Cup so far.

They're joined by another dad-and-lad pair Stewart and Lewis Proctor who'll race a Balfe McLaren. Lewis showed promise in an Optimum McLaren last year, including bagging pole in Oulton's round one. And there's the Simon Green Motorsport Lamborghini with an all champion line-up: Lucky Khera – fresh from dominating 2020's Ferrari Challenge – alongside 2014 GT4 champion Ross Wylie.

Another Silver-Am pair, Matt Manderson and Mike Brown in Ultimate Speed's Aston Martin, will contest the Brands curtain-raiser plus in three more events, while Am-Am duo Shamus Jennings and Greg Caton are set for a part campaign in a G-Cat Racing Porsche 911.

"Moving to Pro-Am there will be no excuses!"

Sandy Mitchell

Steller pair are back in GT4

Malvern and Jones switch to 911

BRITISH GT CHAMPIONSHIP 2021 ENTRY

GT3

TEAM/ENTRANT	NO	CAR	DRIVERS	CATEGORY
Barwell Motorsport	1	Lamborghini Huracan Evo	Adam Balon/Sandy Mitchell	Pro/Am
Balfe Motorsport	5	McLaren 720S	Stewart Proctor/Lewis Proctor	Silver/Am
RAM Racing	6	Mercedes-AMG	Ian Loggie/Yelmer Buurman	Pro/Am
Beechdean AMR	7	Aston Martin Vantage AMR	Andrew Howard/Jonny Adam	Pro/Am
Team Abba Racing	8	Mercedes-AMG	Richard Neary/Sam Neary	Silver/Am
JRM Racing	11	Bentley Continental	Kelvin Fletcher/Martin Plowman	Pro/Am
WPI Motorsport	18	Lamborghini Huracan Evo	Michael Igoe/Phil Keen	Pro/Am
Simon Green Motorsport	24	Lamborghini Huracan Evo	Lucky Khera/Ross Wylie	Silver/Am
Ultimate Speed	26	Aston Martin Vantage AMR	Michael Brown/Matt Manderson*	Silver/Am
G-Cat Racing	33	Porsche 911	Shamus Jennings/Greg Caton*	Am/Am
Barwell Motorsport	63	Lamborghini Huracan Evo	Leo Machitski/Dennis Lind	Pro/Am
Team Parker Racing	66	Porsche 911	Nick Jones/Scott Malvern	Pro/Am
RAM Racing	69	Mercedes-AMG	James Cottingham/Sam De Haan*	Silver/Am
Enduro Motorsport	77	McLaren 720S	Morgan Tillbrook/Marcus Clutton	Pro/Am

GT4

TEAM/ENTRANT	NO	CAR	DRIVERS	CATEGORY
Team Rocket RJN	2	McLaren 570S	James Kell/Jordan Collard	Silver
Team Rocket RJN	3	McLaren 570S	Alain Valente/Michael Benyahia	Silver
Team Rocket RJN	4	McLaren 570S	Harry Hayek/Katie Milner	Silver
Century Motorsport	9	BMW M4	Chris Salkeld/Andrew Gordon-Colebrooke	Pro/Am
Toyota Gazoo Racing UK	15	Toyota GR Supra	John Ferguson/Scott McKenna	Pro/Am
Car Gods with Ciceley Motorsport	25	Mercedes-AMG	Dave Whitmore/Jake Giddings	Pro/Am
Newbridge Motorsport	27	Aston Martin Vantage	Darren Turner/Matt Topham*	Pro/Am
Fox Motorsport	40	McLaren 570S	Nick Halstead/Jamie Stanley	Pro/Am
Steller Motorsport	42	Audi R8 LMS	Richard Williams/Sennan Fielding	Silver
Assetto Motorsport	56	Ginetta G56	Mark Sansom/Charlie Robertson	Pro/Am
Century Motorsport	57	BMW M4	Will Burns/Gus Burton	Silver
Academy Motorsport	61	Ford Mustang	Will Moore/Matt Cowley	Silver
Balfe Motorsport	90	McLaren 570S	Jack Brown/Ashley Marshall	Silver

*Not due to do a full season at the time of writing

GT4 – ALL CHANGE

British GT's GT4 contest has, if anything, been given an even harder shake between seasons than GT3's. In this case it owes largely to reigning drivers' and teams' champion for the last two seasons TF Sport not defending its crowns. Its closest 2020 chaser HHC Motorsport isn't there either.

Of last year's five-car title battle only Matt Cowley returns in the same place, in his case the Academy Motorsport Ford Mustang. The effort made a pace breakthrough during last season, though later lost some momentum when Cowley's partner Jordan Albert pulled out due to sponsor issues. Cowley's co-driver continues to be Will Moore, who stepped in for Albert in 2020.

"After having the struggles we did last season where we were so close to winning, then things out of my control happened, we're really aiming to go and fight for the championship this season and hopefully win it," Cowley tells MN. "Will did have good pace but it takes a bit of time to get back up to it.

"I know a lot more than I did last season; it's looking really positive. We really got the car dialled in towards the end of last season."

There is though an impressive new presence in GT4 this time in Team Rocket RJN. The squad – co-owned by Jenson Button – had an excellent debut in GT3 last year and now has a three-McLaren GT4 Silver Cup attack.

One of them is particularly tantalising: last year's close GT4 runner-up Jordan Collard comes aboard and is joined by James Kell, switched from the impressive-but-unlucky Speedworks Motorsport Toyota Supra.

"Jordan Collard did extremely well last year and would like another crack at it," Team Rocket RJN team boss Bob Neville tells MN, "he seemed an obvious choice if he was available and fortunately he was. James, I think he felt he might be better suited to a manufacturer that's got a bit more of a presence and approached us and they become a pair."

The team has also taken on the two McLaren Driver Development Programme entries, which were delayed a year due to Covid, for Katie Milner, Michael Benyahia, Harry Hayek and Alain Valente. "We have done a lot in that field in the past so it's something we're very comfortable with," Neville adds. And the DPP McLarens, then with Tolman, took narrow runners-up spot in the teams' standings in 2018 and '19.

Speedworks is back for its second year with its Supra and this time as part of a new exciting young driver programme run with Toyota Gazoo Racing Europe. Ginetta GT5 champion and Porsche Carrera Cup GB graduate Scott McKenna is its first member, and he'll race alongside John Ferguson. As noted, the Supra on debut last year showed plenty of pace that wasn't sufficiently reflected in results. With a year's experience the effort shouldn't be so profligate.

Steller Motorsport with its Audi R8 and its Silver Cup driver duo Sennan Fielding and Richard Williams returns to GT4 having tried its hand at GT3 last year. The effort has GT4 form too, winning twice in its last campaign therein in 2019.

Assetto Motorsport joins the GT4 ranks this year, bringing the Ginetta back with the new G56. G40 Cup pilot Mark Sansom and experienced factory driver Charlie Robertson do the driving.

The GT4 contest is also set for some stardust sprinkled on it as three-time Le Mans winner Darren Turner is to race a Newbridge Motorsport Aston Martin Vantage, in a Pro-Am pair with category debutant Matt Topham. They aren't entered for Brands but are due to complete the rest of the season.

Century Motorsport has two upgraded BMW M4s, and two intriguing driver line-ups. Last season's Ginetta GT4 Supercup champion and runner-up Will Burns and Gus Burton partner in the first, while Andrew Gordon-Colebrooke, winner of last year's GT4 Silverstone finale, returns alongside 2019 G40 Cup champion Chris Salkeld. Century took 2018's British GT4 drivers' and teams' title double and seeks a repeat.

Fox Motorsport is returning after a year away, switching to a McLaren 570S driven by Ginetta champion Nick Halstead and his coach Jamie Stanley, the British GT4 2010 title-winner and winner of many more accolades besides. Halstead is aiming for overall podium finishes.

Balfe also has a GT4 effort with 2019 Ferrari Challenge Europe Trofeo Pirelli Am runner-up Jack Brown and Ginetta GT5 graduate Ashley Marshall piloting a McLaren.

Jake Giddings, who won his British GT4 title in 2014 alongside Wylie, is another returning champion this year. In 2021 he'll race a Ciceley Motorsport Mercedes with Dave Whitmore, who raced a Century BMW part time in 2020. ■

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RACING REPORTS

Photos: Duncan Stephens, Paul Lawrence

LOTON PARK: BRITISH HILLCLIMB CHAMPIONSHIP BY PAUL LAWRENCE — MAY 15-16

Menzies was in dominant form on Loton Park hill

MENZIES DUSTS OFF THE COBWEBS WITH DOUBLE GLORY

Multiple champ Summers opened with third and second

Wallace Menzies didn't sit in his Gould GR59 for nearly 20 months until earlier in May but that didn't make a jot of difference as he dominated the opening rounds of the British Hillclimb Championship at Loton Park.

When Covid claimed the 2020 BHC, the 2019 champion had to wait a long time to proudly carry number 1 on his 3.3-litre Cosworth-powered car and he made the most of it on a day when rain continually threatened but never arrived in any amount.

The opening bouts of the new season were eagerly awaited as a gaggle of pretenders lined up for a pop at beating the man from Alloa. But Menzies was on top form and fended off his rivals with two feisty climbs of the challenging Shropshire hill.

Twice, Menzies set the best time in the class runs, which gave him the final slot in the running order for the two all-important top 12 run-offs. In the morning, that was probably an advantage as conditions gradually improved after overnight rain. However, the threat of more rain was ever-present and Menzies knew he had to commit to the hill as if it were fully dry.

The plan worked and he won the first of the season's 28 run-offs, diving 0.34 seconds under the 44.45s mark set by Alex Summers a minute earlier. Scott Moran, Will Hall, Trevor Willis and David Uren packed out a quality top six but missing were Richard Spedding and Sean Gould. Spedding was out for the day with a frustrating electrical gremlin, while Gould missed the run-off after spinning at Keepers in the class runs.

At the end of a long day, peppered by incidents, Menzies again kept the best until last and came to the line just after Gould had banked a 44.27s climb to set a new mark. The red Gould of Menzies attacked from the off and stormed up the twisting Cedar Straight at a sensational pace. Out of Museum and over the line, the clocked stopped at 43.55s to deliver an emphatic victory as Menzies got to within a quarter of a second of Gould's outright hill record.

Gould, Summers and Hall packed the top four, covered by a mere quarter of a second, but the three-quarters of a second margin for Menzies put a clear early marker down.

"That's a cracking start to the season," said Menzies. "The boys worked really hard to get the car where it is. It's not always like that so we'll take it when it comes and enjoy it!"

The long Sunday night drive back to Alloa would have been a little easier than usual!

In a day when many class battles were played out, notable winners included Andy Greenen who pushed his 1100cc Empire Evo single-seater to the absolute limit. Simon Jenks narrowly topped the Caterham pack over Tom Price in the Modified Specialist Production Card and when he broke 60s mark in his Peugeot 205GTi James Kerr was assured victory in the hotly contested two-litre Series Production division.

Results

Round 1: 1 Wallace Menzies (3300cc Gould GR59M-Cosworth) 44.11s; 2 Alex Summers (2650cc DJ Firestorm-Cosworth) 44.45s; 3 Scott Moran (4000cc Gould GR59J-Judd) 45.17s; 4 Will Hall (2000t Force-Xtec) 45.41s; 5 Trevor Willis (3200cc OMS 28-RTE) 45.62s; 6 David Uren (3500cc Gould GR55B-Nicholson McLaren) 45.95s.

Round 2: 1 Menzies 43.55s; 2 Sean Gould (4000cc Gould GR59JB-Judd) 44.27s; 3 Summers 44.32s; 4 Hall 44.54s; 5 Moran 45.09s; 6 Willis 45.49s.

NORTHGATE SPORTING TRIAL: BY DUNCAN STEPHENS

WET WIN FOR JOHN FACK AS CORNISH CLUB FINALLY GETS TO CELEBRATE

John Fack won the Northgate Sporting Trial on May 8, the first event Launceston and North Cornwall Motor Club has run in over a year as well as 12 months on from the organisation's centenary year.

Following the dry spell, heavy rain welcomed crews to the woods which became very slippery, but Fack was the class of the field dropping just 14 points.

Roland Uglow returned after a couple of years off to finish in second in his Crossle. Richard Sharp (Cartwright) completed the podium. He was showing some signs of his form from recent years after a few baron events. Darren Underwood continued to get used to his new independent Crossle in fourth, winning the class. He was ahead of John Firth, who made the long trip from Yorkshire in his Land Rover tow vehicle. Firth finished as best live-axle machine.

John Cole placed in sixth, ahead of Jerome Fack who shared his winning twin brother's MSR. Best local club driver was Mike Wevill who finished eighth, a point ahead of Colin Flashman.

Results

Northgate Sporting Trial

Organiser: Launceston & North Cornwall Motor Club **When:** May 8 **Where:** Launceston **Starters:** 12

1 John Fack (MSR) 14 points; 2 Roland Uglow (Crossle) 28; 3 Richard Sharp (Cartwright); 4 Darren Underwood (Crossle); 5 John Firth (SRB); 6 John Cole (Crossle); 7 Jerome Fack (MSR); 8 Mike Wevill (Crossle); 9 Colin Flashman (MSR); 10 Andy Prosser (Probuilt).

FOUR TURNINGS SPORTING TRIAL: BY DUNCAN STEPHENS

BRICKNELL SHOWS HIS CLASS ONCE MORE FOUR TURNINGS SUCCESS

Thomas Bricknell won his second sporting trial of the year at the Four Turnings in Cornwall on May 9 having a sublime day to decimate the field.

Bricknell's initial nearest challenger was John Cole. Cole slipped back with some big scores on the second round, while John Fack moved from third to second, which he held through the afternoon's sections.

Peter Fensom, winner of the first event at Shelsley Walsh, had an abysmal morning but finished brilliantly to climb to third overall on nearly double Bricknell's winning score.

Darren Underwood was having his first run at the site and stunned with fourth overall, losing out on a podium on a tie-break to Fensom. Underwood did, however, take the intermediate independent class win. Cole slipped down to sixth overall and second in class to Underwood.

Richard Sharp was in fifth just ahead of Cole, who beat John Firth and Roger Bricknell who all finished on 69 points. Firth won the live-axle class from Sam Beare. Sam Fack won the rookie class from Nigel Shute.

Results

Four Turnings Sporting Trial

Organiser: Camel Vale Motor Club **When:** May 9 **Where:** Camelford **Starters:** 19.

1 Thomas Bricknell/Jason Daniel (Crossle) 28 points; 2 John Fack/Paul Leyser (MSR) 45 points; 3 Peter Fensom/Liz Fensom (Hamilton); 4 Darren Underwood/Sue Underwood (Crossle); 5 Richard Sharp/Joe Sharp (Cartwright); 6 John Cole/Anne Cole (Crossle); 7 John Firth/Ann Boyes (SRB); 8 Roger Bricknell/Julia Bricknell (Facsimile); 9 Sam Beare/Jemima Perham (Sherpa); 10 Jerome Fack/Sam Fack (MSR).

Nobody could match Thomas Bricknell in Cornwall

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Ford GT40 images courtesy of RM Sotheby's

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RACING REPORTS

Photos: Steve Jones

SILVERSTONE: MSVR BY STEPHEN LICKORISH — MAY 15-16

Leaney dominated F3 Cup Silverstone round

RACE WINNERS

Focus Cup
Race 1: Charlie Barre; **Race 2:** Scott Parkin

Trackday Championship
Scott Parkin (VW Golf)

Trackday Trophy
Ryan Scott/Scott Parkin (VW Golf)

F3 Cup
Races 1, 2 & 3: Stefano Leaney (Dallara F317)

Clubmans Sport Prototypes
Race 1: Paul Masters (Mallock Mk20); **Race 2:** Steve Dickens (Mallock Mk29); **Race 3:** Clive Wood (Mallock Mk23)

Jim Walsh Trophy & Heritage Formula Ford
Race 1: Oliver White (Medinasport JL17)
Race 2: Max Esterson (Ray GR18)

Elise Trophy
Race 1: Danny Winstanley (Elise S1)
Race 2: Jason McInulty (Elise S3)

Ecurie Classic Racing
Andrew Colebrooke (Triumph TR4)

Allcomers
Races 1 & 2: Tony Bennett (Caterham R300)

DELAYED START FOR PARKIN LEADS TO SILVERWARE

Despite woe in race one – which he nearly missed – Parkin scooped Focus race two

The Silverstone weekend proved to be a bright one for Darkside driver Scott Parkin as he netted three wins and a further podium across the MotorSport Vision Racing meeting.

However, his event did not get off to the best of starts when the opening Focus Cup race was brought forward by half an hour, catching out Parkin, who had been busy preparing his VW Golf for the subsequent Trackday championship contest. With the assembly area empty when he arrived there, aside for his turbodiesel, he had to begin from the pitlane.

"I was aiming for sixth because of the reverse grid [with the top six swapped]," he said. But he went far better than that, scything through the field to third.

His progress was aided by a safety car period after early runaway leader Simon Rudd had a turbo failure. Charlie Barre successfully negotiated his first restart to keep Lewis Ryan at bay to the flag, despite a late rain shower. "I made a big mistake going into the second-to-last corner – one more lap and I would've probably finished third," Barre admitted. "I'm absolutely ecstatic to get my first win in the championship."

The second race was all about Parkin as he grabbed the advantage into Copse on the third tour and did not look back, comfortably beating Barre.

Parkin was also victorious in his Golf, taking a straightforward win in the Trackday championship race before sharing with brother Ryan to emerge victorious in the Trackday Trophy contest to complete a silverware-laden meeting.

Another driver collecting three victories was reigning F3 Cup champion Stefano Leaney. Although he had sizeable winning margins of over 15s each time, F3 returnee James Winslow led out of Copse on all three occasions. It took Leaney longest to grab the lead in the wet third encounter, as he also slipped behind John Corbett at Becketts, but was back in top spot by the end of lap four of 16.

Some of the most entertaining racing came in the Clubmans Sports Prototype championship as honours were shared. Jonty Hair's Beagle was leading the opener, having passed Paul Masters at Copse and Pete Richings had spun out of contention. But Hair had his own drama as he rotated exiting Luffield when encountering traffic and hit the barriers, the damage ending his weekend.

Masters was the beneficiary, but his second contest was less successful as a chain reaction into Copse left him out and Steve Dickens a comfortable winner. The finale featured a thrilling side-by-side battle between Dickens and Clive Wood and it was Wood who just held on to triumph.

A Copse incident also affected the leaders in the Jim Walsh Trophy Formula Ford 1600 race as Oliver White – who had earlier scored an impressive win in the first race – was hit by Alex Walker.

Tom Mills had the lead after the resulting safety car but, after a couple of looks into Becketts, American Max Esterson grabbed the initiative across the line with five laps remaining.

BRANDS HATCH: MSVR BY STEVE HINDLE — MAY 15-16

KHERA STRIKES BACK IN FERRARI BATTLES

Lucky Khera overcame the disappointment of a listless performance in the opening round of Ferrari Challenge UK with a resounding victory in race two around the Grand Prix track.

Saturday's race, held on the Indy loop, had polesitter Han Sikkens quickly extend his advantage, only for a midpoint safety car period to regroup the pack.

The HR Owen man had been dominant in qualifying and was equally in control when storm clouds unleashed an unwelcome torrent of rain over the circuit. When racing resumed, so did Sikkens' margin. That left Khera, John Dhillon and Paul Hogarth to fight for the remaining podium places. Graham de Zille just outpaced Laurent de Meeus for Coppa Shell honours.

Khera knew he'd been out of sorts in the first encounter, but a new day brought new spirit and while others dithered over tyre choice as the qualifying clock started, he'd seen that the weather was set to change, and so launched his 488 Evo into a three-lap stint that would take pole by over two seconds.

The race was equally one-sided; Khera quickly breaking away from Dhillon and easing to a five-second winning margin. Graham de Zille again won the Coppa Shell class, but this time also headed Sikkens to claim the final podium spot.

Chris Butler, in the 328 GTB, scored a hat-trick of victories in Pirelli Ferrari Formula Classic. Having qualified in P9 for the opener, he suddenly found grip where others couldn't and made steady progress before latching on to Vance Kearney's F355, which had also worked its way up the order.

Butler followed closely, prizing open a gap going into McLaren, then holding a tight line through Clearways to launch himself into an unassailable lead. Races two and three were won comfortably.

Photos: Steve Hindle

RACE WINNERS

Ferrari Challenge UK
Race 1: Han Sikkens; **Race 2:** Lucky Khera

Pirelli Ferrari Formula Classic
Races 1, 2 & 3: Chris Butler (328 GTB)

Even a mid-race shower didn't put Han Sikkens off

CROFT: BRSCC BY JOEL HUDSON — MAY 15-16

BREWER TAKES ALL-WEATHER HAT-TRICK IN MAZDA MX-5s AT CROFT

Having waited three years to take his first Mazda MX-5 championship victory, Jack Brewer left Croft with three under his belt as he dominated the opening round of the season.

Racing at the circuit for the first time, the Tucker Motorsport driver was immediately on the pace as he qualified on pole and fended off a late charge from Michael Knibbs to take race one victory.

The pair battled again for much of the second encounter, before Knibbs lost second to Oliver Allwood after a great battle through Sunny. The time Allwood lost securing the position allowed Brewer to win by more than two seconds.

Securing his hat-trick was anything but comfortable. With a heavy rain shower deluging the circuit at the start, Brewer's pre-race decision to go for a drier set up on his Mazda set him up for a difficult race as he fended off a hard-charging Steve Foden.

There was also a first-time winner in the Fiesta Junior championship as Deagen Fairclough took both wins on his series debut.

Prevailing in a remarkable battle with Jenson Brinkley in the opening encounter – highlighted by the pair going side-by-side through the high-speed Esses – Fairclough then mastered a sodden track in race two to comprehensively beat polesitter Alex Ley.

Patrick Fletcher twice fought off Jack Harding to secure victories in the Mazda MX-5 SuperCup. He couldn't make it a triple, though, as James Cossins took his first championship win in the partially reversed grid finale.

Oliver Faller and Steven Dailly shared BMW Compact Cup spoils. The former displayed outstanding defensive driving to keep four-time champion Dailly at bay in the first race, before the Scot struck back with a comfortable win in the second.

A last-lap pass secured a brace of ST-XR Challenge wins for Chris Jones on his first appearance at Croft.

John Cooper also took a pair of wins in his ST180 in the Fiesta championship, prevailing over Luke Pinder and Rob Smith respectively.

A masterful drive from 31st secured ClubSport Trophy success for Fiesta racer Jamie Going, while Harry Storer took both Mazda MX-5 Clubman championship wins.

RACE WINNERS

Mazda MX-5 Championship
Races 1, 2 & 3: Jack Brewer

Fiesta Junior Championship
Races 1 & 2: Deagen Fairclough

Mazda MX-5 SuperCup
Races 1 & 2: Patrick Fletcher; **Race 3:** James Cossins

BMW Compact Cup
Race 1: Oliver Faller; **Race 2:** Steven Dailly

ST-XR Challenge
Races 1 & 2: Chris Jones (Ford Fiesta ST)

Fiesta Championship
Races 1 & 2: John Cooper (Ford Fiesta ST180)

ClubSport Trophy
Jamie Going (Ford Fiesta ST)

Mazda MX-5 Clubman Championship
Races 1 & 2: Harry Storer

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COLUMNIST

MICHAEL CREES

A last-minute change of plan means the Brit will be on the grid at Monaco this weekend...in a Porsche

Photos: Jakob Ebrey

The stuff of dreams: Crees's 2021 racer

Crees tasted title success in British Touring Cars

I was due to have been on the grid for the opening rounds of the British Touring Car Championship at Thruxton 10 days ago, but my life suddenly changed in the build up to that event. Now, instead of plotting my next tin-top outing at Snetterton in June, I will be walking into the paddock at Monte Carlo as a Porsche Supercup driver with the Parker Revs Motorsport team. Talk about dreams coming true.

The deal I had with BTC Racing to take part in the BTCC fell apart because there were some commercial things that didn't quite line up between me, my management team and the bosses of the squad. I don't really get involved with it too much: I leave it up to the guys who put the deals together. I just focus on my job behind the wheel and doing the best I can. It was a shame, but we had known things were looking shaky for a few weeks before that, so we put some wheels in motion.

The jungle drums were going in the paddock and people were in touch with me. You can't keep a secret, and others knew what was going on. I had plenty of offers: British GT3, British GT4, Porsche Carrera Cup GB and even in TCR. There were about six or seven deals on the table, and some very good offers too for GT3. Then I got a call about Porsche Supercup.

My career has always been a vertical climb – I only started racing in 2017 after hire kart fun, and I have been a title winner of the Jack Sears Trophy in the BTCC in 2020. I have always had to learn fast. The Porsche Supercup is another massive leap, but I wanted it. I could have taken one of the very attractive offers for British GT but I quickly realised I am too selfish for that! I didn't want to share a car: I like it all to myself. And going to the Porsche Supercup is another massive step, but I will be testing myself on the world stage. I am not one to shirk a challenge...

I have had such a positive reaction since I announced the deal last week: people are fully onboard with me, and that is really great. Everyone was shocked to see me go to this step – even [Motorbase Performance BTCC joint team principal] David Bartrum phoned me up. He said 'you know how to eat the whole cake, don't you, rather than just take a slice...'. When he said that, it hit home a little. I realised that it was way beyond my expectations and dreams – and even talent, maybe – but I am very excited about it.

I feel sorry for Josh Webster, who should have been part of the Rev Parker line-up but has had to dip out for personal reasons. He has been really supportive of me getting the drive and I am relishing the opportunity to get going. I have had some testing at Silverstone, and it blew my mind. [Reigning Porsche Carrera Cup GB champion] Harry King is the benchmark and he is my team-mate, so I am looking forward to measuring up to him.

[Porsche Carrera Cup GB champion] Tim Harvey came along to the test and pointed out that hardly anyone has gone straight into the Porsche Supercup without having raced one of the cars in something before. In that initial test, I just noticed it was very *very* fast – particularly compared to a BTCC car, it felt almost twice as quick. It is hard to drive in terms of the weight transfer, you have to brake almost all the way through the corner.

I was just a couple of seconds away from the times that Harry King was doing at Silverstone, and I have so much more time to find. I think I was about 10 seconds away on my first laps, but the quickest lap I did in testing was my last lap, so I know I am getting there in terms of pace. I am moving in the right direction.

Having said that it is a massive leap, I might as well try to bite off more than I can. I have been entered as a Pro-Am, so I might as well go for that championship. I am used to racing in classes, I won the Ams in Ginetta GT4, I focused on Jack Sears Trophy in 2020. I am used to it, and I will go and put myself up against the Pro-Ams.

I love the look of the calendar and we are going to race in front of the UK fans at Silverstone, and then we are going to Spa too. And Monza. And the Red Bull Ring. In fact, they are all iconic tracks, and I am pinching myself that I am going to the chance to sample them. But it's Monaco first of all.

People are asking me if I am ready for it – my question is: is Monaco ready for me?

Testing began at Silverstone last week

"Racing in this championship still feels like it is way beyond my wildest dreams"

WHAT'S ON

LISTINGS

SATURDAY

■ **Oulton Park, Cheshire**
MGCC meeting: MG Trophy, MG Cup, MG Metro Cup, BCV8 championship, Cockshoot Cup, Equipe Racing from 1125hrs (qualifying from 0830hrs) **Admission** adult £14, under 13 free **Web** msv.com **Contact** 0843 453 9000 **Advance tickets only**

■ **Mallory Park, Leics**
BRSCC meeting: FF1600, Caterham Academy, Track Attack, Karts Racing from 1210hrs (qualifying from 0930hrs) **Admission** adult £15, under 13 free **Web** malloryparkcircuit.com **Contact** 01455 502214

■ **Cadwell Park, Lincs**
MSVR Meeting: EnduroKa Six Hours Racing from 1110hrs (qualifying from 0900hrs) Admission adult £14, under 13 free **Web** msv.com **Contact** 0843 453 9000 **Advance tickets only**

SATURDAY-SUNDAY

■ **Brands Hatch, Kent**
British GT meeting: British GT, British F3, Ginetta GT5/Ginetta G40, Porsche Sprint, Ginetta Academy, CSCC Tin Tops **Starts** Saturday, racing from 1455hrs (qualifying from 0900hrs) Sunday, racing from 1030hrs (qualifying from 1000hrs) **Admission** adult £22, under 13 free **Web** msv.com **Contact** 0843 453 9000 **Advance tickets only**

■ **Silverstone, Northants**
HSCC International Trophy: Historic F2, Thundersports, Dunlop Saloon Car Cup/Historic Touring Cars, Classic F3, Historic FF1600, Guards Trophy, GT & Sports Car Cup, 70s Road Sports/80s Production, Historic Road Sports, Aurora/Geoff Lees Trophy **Starts** Saturday, racing from 1245hrs (qualifying from 0900hrs) Sunday, racing from 1045hrs (qualifying from 0900hrs) **Admission** £14 **Web** silverstone.co.uk **Advance tickets only**

■ **Donington Park, Leics**
750MC meeting: Clio 182, BMW Car Club, 116 Trophy, Alfa Romeo, Ma7da, Toyota MR2, Sports 1000, 750 Formula, F1000, Historic 750 Formula, Sports Specials, Classic Stock Hatch, Hot Hatch, **Starts** Saturday, racing from 1225hrs (qualifying from 0905hrs) Sunday, racing from 0955hrs (qualifying from 0905hrs) **Admission** adult £14, under 13 free **Web** msv.com **Contact** 0843 453 9000 **Advance tickets only**

TV GUIDE

Monaco 1984: A classic

There's plenty of TV entertainment to keep you out of mischief on a bumper weekend. It includes the Monaco Grand Prix, the World Rally Championship's Rally Portugal, Indianapolis 500 qualifying and a few more things thrown in for good measure.

And for F1's jewel in the crown, or absurd procession (delete as appropriate), there's the usual lot of coverage. Channel 4's Monaco qualifying highlights are at 2000hrs-2130hrs on Saturday and the race highlights are at 1830hrs-2100hrs on Sunday.

While Ted Kravitz's Sky Sports F1 qualifying and race notebooks are back after a race off: his qualifying review is at 1830hrs-1900hrs on Saturday and the race version is at 1700hrs-1730hrs on Sunday.

Sky Sports F1 also has a little treat for us in advance of it all, with this evening (Thursday, 2000hrs-2045hrs) highlights of the famous soaking 1984 Monaco race, wherein Ayrton Senna announced his celebrity. As did Stefan Bellof. And Nigel Mansell, in his own way.

Rally Portugal also gets highlights treatment on BT Sport 3. Day one's best bits are on Friday at 2300hrs-2330hrs, day two's highlights are early Sunday at 0130hrs-0200hrs, while the final day's are on Sunday evening at 2030hrs-2100hrs. All three broadcasts are also repeated at various points.

Graham Keilloh

LIVE TV

FORMULA 1 MONACO GRAND PRIX

■ **Practice 1:** Thursday, 1000hrs-1145hrs, Sky Sports F1
■ **Practice 2:** Thursday 1345hrs-1530hrs, Sky Sports F1
■ **Practice 3:** Saturday, 1045hrs-1210hrs, Sky Sports F1
■ **Qualifying:** Saturday, 1300hrs-1530hrs, Sky Sports F1
■ **Race:** Sunday, Sunday, 1230hrs-1700hrs, Sky Sports F1

FORMULA 2 MONACO

■ **Practice:** Thursday, 0840hrs-0935hrs, Sky Sports F1
■ **Qualifying:** Thursday, 1215hrs-1305hrs, Sky Sports F1
■ **Sprint Race 1:** Friday, 1035hrs-1140hrs, Sky Sports F1
■ **Sprint Race 2:** Saturday, 0710hrs-0815hrs, Sky Sports F1
■ **Feature Race:** Saturday, 1605hrs-1725hrs, Sky Sports F1

PORSCHE SUPERCUP MONACO

■ **Race:** Sunday, 0900hrs-0950hrs, Sky Sports F1

INDYCAR INDIANAPOLIS 500

■ **Qualifying:** Saturday, 1800hrs-2300hrs, Sky Sports F1 Sunday, 1800hrs-2130hrs, Sky Sports F1

WRC RALLY PORTUGAL

■ **SS6:** Friday, 1430hrs-1530hrs, BT Sport 1
■ **SS8:** Friday, 1900hrs-2000hrs, BT Sport 2
■ **SS9:** Saturday, 0800hrs-0900hrs, BT Sport 3
■ **SS15:** Saturday, 1900hrs-2000hrs, BT Sport 1
■ **SS18:** Sunday, 0830hrs-0930hrs, BT Sport 1
■ **SS20/Powerstage:** Sunday, 1200hrs-1330hrs, BT Sport/ESPN

NASCAR CIRCUIT OF THE AMERICAS

■ **Race:** Sunday, 1900hrs-2330hrs, Premier Sports 2

YOUTUBE

This week we have bona fide racing royalty answering your questions, in Bobby Rahal. YouTube has plenty of options to back up Rahal's words with moving pictures. Yet it's hard to top a short retro of a pivotal Rahal triumph: the 1986 Indianapolis 500.

This is at: youtube.com/watch?v=bQJcrUdYTew or via searching for 'Centennial Moment - 1986 Bobby Rahal'.

As the man himself put it: "in every person's life there's a moment in time where you either go forward or you fall back". Not only was this Rahal's only Indy 500 win and not only did it help him on the way to his first of three Indycar titles, the victory had poignancy as his team owner Jim Trueman, terminally ill with cancer and barely a week before he passed, watched from the pits and joined him in victory lane celebration.

At the race's business end there was a tight victory battle between Rahal, Rick Mears and Kevin Cogan. It wasn't clear if they had enough gas to make it; Rahal's low fuel warning light had been flashing for a while...

Graham Keilloh

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ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!

Rich Cranston's pic of Donington echoing to the sound of F1...

Touring Car World Cup line-up from 1994: a galaxy of tin-top heroes

Martin Short doing what he does best, photograph from Gary Hill

Dubai action from Dean Chilvers

Robert Taylor's European F3 shot

NEXT WEEK — OUT THURSDAY, MAY 27

*Correct at time of going to press

READERS' Q&A: YVAN THE GREAT!

Yvan Muller: The king of the tin-top world – both in the UK and globally – tackles the MN readers' questions

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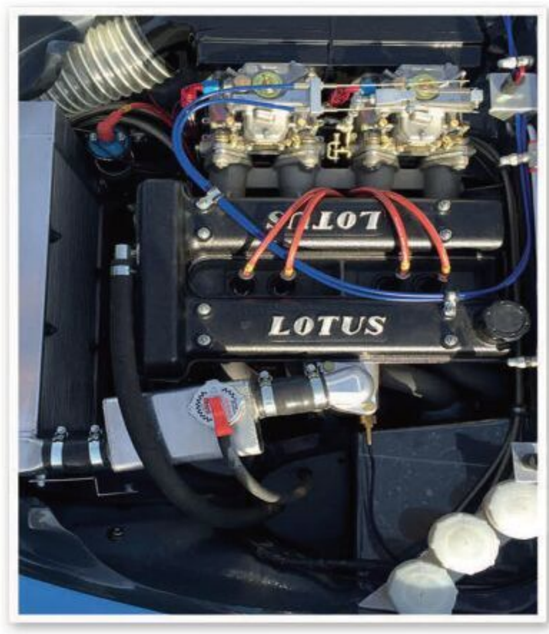

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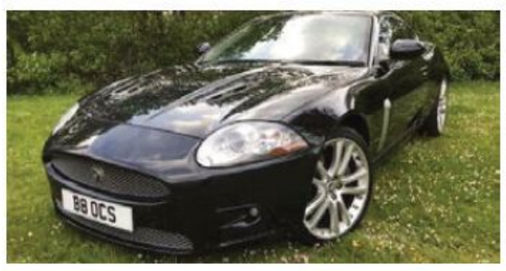

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